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American Railroad Journal.

New York Saturday, April 1, 1871.

RUFUS HATCH'S CIRCULAR, NO. 5.

FRAUDS IN RAILROAD MANAGEMENT, AND THEIR REMEDIES.

Railroads are vested with the right to take private property for public use. This prerogative of Government is granted them in consideration of their public utility, but, as now conducted, they rarely fulfil their beneficent purposes. Labor and skill have removed the obstacles in the way of cheap and easy transit, and yet the farmer gets no profit on his products, nor the merchant or manufacturer on his wares.

In Circulars Nos. 1, 2, 3 and 4, I have endeavored to show where the fault lies.

It will be seen by the following table, condensed from those Circulars, that, of the four trunk railroads connecting this city with the Far West,

The New York Central and Hudson has increased its stock by watering	$57,576,700
The Lake Shore and Michigan Southern has increased its stock by watering	20,065,870
The Chicago and North Western has increased its stock by watering	8,840,510
And its managers have made by profits on construction	12,447,375
And by profits on Land Grants	12,328,792
The Milwaukee and St. Paul has increased its stock by watering	4,760,347
Profits Land Grants	19,105,842
Total	$135,125,436

Here is *one hundred and thirty five millions one hundred and twenty five thousand dollars in excess of the actual cost* of these roads—enough, expended without waste, to build and equip a first class, double track, road—steel rails and iron bridges—from New York to Omaha, and with a line to St. Paul.

The lines I have mentioned in this series of Circulars pass through the wealthiest and most productive sections of this country, from the seaboard to Omaha and St. Paul. All who use them are robbed by the few who own and control them. Nor does the evil stop here. If Commodore Vanderbilt and his imitators can *double* the capital of their respective roads, they can *treble* and *quadruple* it; in fact, there is no limit which they may not pass. Governor Palmer, of Illinois, may well ask, "Is the created greater than the creator." Can private property be seized on the plea of public good, and then, when the benefits promised are about to be realized, shall the purpose for which these roads are supposed to be built and run be totally ignored? Are these Railways, chartered by the States, under the belief that the people are to be the gainers, and the commerce and wealth of the whole country largely and rapidly increased by their construction and operation, to be appropriated by a few rich, shrewd and unprincipled men, and used merely as a means of enriching themselves? Shall the desire of the Vanderbilts to be worth $100,000,000 enable them to ride rough-shod over the interests of the community at large, and treat with ruffianly contempt the just demands of those to whose heretofore quiet submission, under the infliction of a great wrong, they owe their ill-gotten gains?

The time has come when these questions must be answered. Low rates of transportation are now a *necessity* to all classes of the people, and they must be had. Very little wheat is grown within 500 miles of tide-water. The great fields for this staple are constantly moving West, and will soon be 1,500 miles inland. Corn is not raised for export within 1,000 miles of New York.

The great arteries of commerce can no longer be permitted to remain under the control of despots, whose will is law, whose charges have no reference to cost, whose fixed purpose is to get all they can, and who pay themselves an income on property which has cost them nothing with the money filched from those who labor honestly for their bread.

How can the great necessaries of life be transported from the seats of production to the markets, and still leave a fair margin for profit to the producer? The solving of this problem means, for the East, cheap food; for the interior a reasonable profit to labor, and for the whole country, the turning to their proper account of its illimitable resources.

The foreign markets, as well as our own, are to be considered. The prices of breadstuffs in New York are regulated by those in London. The competitors of the Iowa and Minnesota farmers are the wheat growers of Hungary and Russia. The railroads of the two countries named have, within a few years, opened up immense grain growing districts, as productive as our own and much more favorably situated in reference to the foreign markets.

We have nearly lost the monopoly once possessed in our railways, in the construction of which we were far in advance of all other agricultural nations. It is only to be regained by a reduction of the cost of transportation to a point which will enable us, as formerly, to undersell our rivals, and still have a fair margin left for profit.

This matter of freight charges would regulate itself but for the "Vanderbilt System" referred to. There can be no reform while men of such unlimited rapacity, men so lost to what is regarded as fair and honest dealing between man and man, men who never *build* railroads to get a fair return of their outlay, but *buy* them to use as a means of oppression and extortion, control our great avenues of trade. If it is determined that Mr. Vanderbilt, his family and a few chosen friends, are to have four millions annually out of the people of this State, without any equivalent, by all means let a law be passed to that effect, that the burthen may be borne equally and the local interests along the line of the road not be made to suffer exclusively from this unjust exaction. The improvements made in the means of locomotion are daily and hourly lessening the running expenses of our railroads, but this saving

is represented *by an issue of bogus stock*, not a reduction in the cost of transportation.

The tonnage moved last year equalled 150,000,000 tons. In 1851 it did not exceed 5,000,000 tons. This vast increase is the creation of our railways within the past twenty years. The quantity moved shows the primary importance of this subject. If a saving could be effected equal to fifty cents per ton, in the movement of this freight, the gain to the whole country would be $75,000,000 annually. There were raised in the United States the past year 1,000,000,000 bushels of corn, one cent. per bushel saved on this quantity would equal $10,000,000; ten cents per bushel would equal $100,000,000. If ten cents per bushel could be added to the profits, the production of this staple would double in quantity in a few years—doubling the traffic of the railroads and adding largely to the business and wealth of the country.

How much must the rate be reduced to give this profit of ten cents per bushel on corn grown one thousand miles from New York? Only about *three mills per ton per mile*, or one tenth of a mill per bushel per mile! The railroads named could not only reduce their rates on corn three mills per ton per mile, but three times three, and still have abundant margin for profits *upon the honest costs of the road*. It is not necessary to go far for the proof of this. Grain can be shipped by the Baltimore and Ohio Railroad and its connections, from St. Louis to Baltimore, eighteen to twenty cents per bushel cheaper than to New York from St. Louis, by way of Lake Shore and Michigan Southern and Central and Hudson Railroads, and the same road carried first-class freight, the past winter, *fifty cents a hundred pounds cheaper*, from Baltimore to Chicago and St. Louis, than the other two lines charged, from New York to Chicago and St. Louis.

The Baltimore and Ohio road passes for a long distance through and over mountains; its tunnels and grades are numerous, and the latter heavy, and its working expenses necessarily large. It was an object of peculiar aversion during the war, and suffered constantly by the destruction of its track, bridges, rolling stock, &c. Its losses by freshets have been frequent and heavy, and yet it pays an eight per cent. dividend, and shows by its report of 1870, a surplus of $21,375,000 "invested in the various branch and connecting roads, and the great improvements which it has been continuously constructing on the main line." So much for good and honest management.

The exorbitant charges on the principal trunk lines, running from this city West, are daily and hourly driving trade from Manhattan Island and building up the neighboring markets of the seaboard. It is not only the produce flowing from the interior to the sea that this is thus being diverted, but the New York sugar and other manufacturers find themselves unable to compete with those of Boston, Baltimore, Portland and other places, because the latter are, by their facilities for cheaper transportation West, enabled to undersell them.

These railroad frauds and swindles are not exclusively confined to the *old* roads but there are series of *new* lines, started by the merest financial adventurers who build the roads, rob them of their land grants (where they receive any), mortgage them to the extent of twice their cost, and then issue, in addition to this, stock, equal in many instances to the amount of the bonds. In Circular No. 6 I propose to give a list of these new securities and of those who offer them for sale, and, by their flaming advertisements, try to entrap the public into buying them.

The remedy for such wrongs and abuses as these lies in Legislative action. What do Managers living in New York care about the prices that the people pay for the transportation of their products? Nothing, except to get the highest rates. They are absentees and have no interests to be appealed to, nor can they be reached on any ground of public consideration. But the States that gave these corporations their existence can regulate and control their action.

In the words of a petition now being extensively circulated and signed in this State, Railroads are public highways, constructed for public use and the public are entitled to all the benefits resulting therefrom, beyond the adequate compensation due their constructors and operators. Upon this plea were their charters asked for, for this purpose were they authorized, and sound policy will permit no departure from this principle. It certainly will not do to let Railroad Corporations, singly or in combination, usurp the legitimate functions of Government or unjustly oppress the people.

An organized effort to correct these abuses is demanded.

The people should therefore ask their Legislatures to pass laws to regulate the rates of fare and transportation on every railroad operated by steam within the limits of their respective States and make the same as near uniform as may be, and so that the amount collected shall in no instance be more than sufficient to pay an annual dividend of eight per cent. on the actual cost of construction and equipment, after paying operating expenses and reserving sufficient to keep the Road, Depots, Bridges and Rolling Stocks in perfect order, and providing that all in excess of this shall go into the Treasury of the State, for the use and benefit thereof.

Also to pass a law authorizing the appointment of Commissioners to supervise the operations of these roads, to see that they are made safe, and that the laws in regard to them are complied with.

Also that no railroad company or corporation shall hold or possess any property in real estate save as an easement for public use.

Also prohibiting under severe penalties, any officer or employee of such roads from being pecuniarily interested in any business done upon the road wherewith they are connected as officer or employee, save and except where the proceeds of such business goes into the treasury of said road for the mutual benefit of all the stockholders. And to enact such other laws as will cure the evils complained of.

In the matter of through freight, the Federal Government could, and should, interfere, in virtue of the power it possesses to regulate the commerce between the States.

Such action would at once bring the managers of roads to their senses. Instead of spending their whole time in New York, manipulating the market and maturing schemes for bogus issues of stock, they would be found, where they should always be, upon the lines of their respective roads, making their dividends out of savings, out of good management and economies introduced, and of which they themselves would set the example.

The people's representatives cannot refuse to grant protection against the usurpation by individuals of a power to tax and oppress the public for private gain, which even the Federal and State Governments would not dare exercise. We are told by one of our most prominent and widely-known public speakers that we have no legislatures; that our legislators are bought and sold by the railway corporations as mutton is bought and sold in the market, and that the time will soon come when the controllers of the great line which spans this Continent, connecting New York and San Francisco, will have acquired such wealth and influence that Congress will sit merely as a committee to register their decrees.

If the present State Legislatures refuse to grant the relief required and demanded by their constituents, men can and must be found, whose support of the interests they are chosen to protect cannot be "bought off."

The people of the whole country are the sufferers from this infamous monopoly; they have the remedy in their own hands, and should apply it at once.

Railroad Improvements on Long Island.

Several new railroads are now in course of construction on Long Island, and three of them are to be in running order by the Fourth of July. These three lines are—A. T. Stewart's road, a branch road between Winfield and Flushing, and a branch of the Long Island Railroad from Willow Tree to Rockaway. The Flushing and North Shore Railroad Company will construct and operate Mr. Stewart's new road. It is their intention to make an extension to Breslau and Babylon, and also to construct a branch line from Farmingdale to Port Jefferson, on the north side of the island. Every care will be taken in making the new road. Steel rails will be laid on all the curves, and on other parts of the road the rails will be steel capped and joined by fish-plates. The number of through trains each day will be fifteen, and the time from New York to Hempstead by express trains will be fifty minutes. Special trains will also be run every morning and evening for the accommodation of mechanics, and of those who wish to stay late in this city.

The contract for the grading of the new branch of the Long Island Railroad to Rockaway has been awarded, and will now be pushed forward as rapidly as possible. The survey of the proposed extension of the Northport branch of the Long Island Railroad to Port Jefferson is completed, and nearly all the stock has been subscribed. A double track is to be laid during the summer between Hunter's Point and Jamaica, and a double track is now nearly complete between Bushwick and Pearsall's Corner, on the South Side Road. A survey for a proposed extension from Patchogue to Moriches has also been made. Ten new passenger coaches, ten baggage and ten flat cars have lately been added to the rolling stock of the company. During the coming season the company will run hourly trains to Merrick.

The route for the Bay Ridge and Hempstead Plains Railroad has been surveyed, and the grading will soon begin, as the contract for building the road between Valley Stream and Bay Ridge has been concluded, and it is intended to have the road in running order by the end of the year. Right of way through Woodhaven and some

parts of New Lotts has been given to the company.

Ohio and Mississippi R. R.

The directors of the Ohio and Mississippi Railroad met yesterday and decided to carry out the plans in regard to the narrowing of the gauge which they have had for some time in contemplation. To facilitate the execution of what they proposed they accepted the resignation of John Ross, of Vincennes, and Charles Parsons, of St. Louis, and elected to fill their places Daniel Torrence, of New York, and John King, Jr., of Baltimore. The resolutions necessary to the final completion of the work were all unanimously passed. It is expected that the change of gauge will be effected by the 1st of August. A contract for forty new engines, to be built on the 15th of July, has been awarded to the Baldwin Locomotive Works of Philadelphia. Ten of the old engines have already been altered to suit the proposed gauge. Three hundred freight cars are in process of construction, and a large amount of other work is already completed. It is not expected that the injunction granted recently will seriously interfere with the proceedings. We copy the following from the Auditor's report presented at the meeting:—"There has been issued and sold during the year $382,000 of consolidated mortgage bonds and $310,875 of preferred capital stock. The bonded debt of the company is comprised in the following items:—Old bonds of the first and second mortgages, &c., (ultimately to be exchanged for the new consolidated bonds, of which $4,000,000 was reserved for that purpose), amount to $3,672,000, and consolidated bonds amount to $2,862,850, including sterling bonds held in London, making a total of mortgage bonds now outstanding the sum of $6,534,850; this includes the amount appropriated to the construction of the Louisville division. The preferred capital stock, also including the amount appropriated to the Louisville division, amounts to $4,030,000."—*Cincinnati Enquirer*, March 23.

Pennsylvania Railroad.

We gave in our issue of March 11th, the Report of the President of the Pennsylvania Railroad Company. The following is the

GENERAL ACCOUNT.

To capital stock		$33,850,000 00
First mortgage bonds, due 1880	$4,972,000 00	
Second mort. bonds, due 1875	4,866,840 00	
General mort. b'ds, due 1910	15,784,500 00	
Lien of the State upon the Public Works between Philadelphia and Pittsburg, purchased by this Company, bearing 5 per cent. interest, payable in annual instalm'ts of $460,000, applicable first to the interest, and the remainder to principal—original amount of which was $7,500,000	5,924,716 63	
Short bonds or debentures, six per cent., due July 1, 1871	1,109,224 00	
Mortgages & ground rents, at 6 per cent. remaining on real estate purchased	102,809 32	
		32,760,089 95
Bills and accounts payable, including dividends due to stockholders unpaid		4,962,733 83
Contingent fund		1,000,000 00
Balance		524,391 91
		$73,097,215 69

By balance standing on the books of the Company for the construction of the railway between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg (in all 276 miles); also for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburg	$14,247,968 11
Balance standing on books of the company for the purchase of the Philadelphia and Columbia Railroad	5,375,733 43
Balance standing to the debit of equipment of road, consisting of 629 locomotives, 298 passenger cars, 124 baggage, mail and express cars, 10,226 freight cars, and 1,012 road cars	6,974,191 22
Cost of real estate of company and telegraph line	4,726,419 55
Extension of Pennsylvania Railroad to south bank of the Monongahela and to the Delaware river, including wharves and grain elevator	2,482,594 69
Total amount charged to construction, equipment and real estate accounts for the railroad between Philadelphia and Pittsburg	$33,806,907 00
Other Assets:	
16,595 shares Harrisburg and Lancaster Railroad stock	829,750 00
25,547 shares Connecting Railway stock	1,277,350 00
31,636 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 per cent. stock held by the sinking fund	779,637 26
Stock and bonds upon the line of railway between Pittsburg and Columbus, Ohio, as standing upon the books of the company at this date	6,808,153 88
70,231 shares of capital stock of the Pennsylvania Canal Company	1,101,156 00
Amount of bonds and stock of municipal and other railroad corporations	13,438,740 03
Cost of bonds and stock in the sinking fund, to pay Pennsylvania Railroad second mortgage bonds, and the bonds of the Harrisburg and Lancaster Railroad Company	2,433,433 35
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, &c., on the Pennsylvania Railroad	1,788,239 19
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way, &c., for the Philadelphia and Erie Railroad.	432,907 14
Amount advanced to operate the Philadelphia and Erie Railroad.	255,534 14
Amount of bills and accounts receivable and amount due from other roads	8,568,549 10
Balance in hands of Agents	758,422 29
Balance in hands of Treasurer	818,436 31
	$73,097,215 69

THOS. T. FIRTH, *Treasurer.*

PHILADELPHIA, *December* 31, 1870.

☞ The Oswego (N. Y.) *Gazette* says:—We were shown, a few days ago, by Mr. H. A. Brooks, Clerk of the County, a mortgage of $30,000,000, given by the Erie Railway on their road, and which was left with him for record; $24,000,000 of the money raised on this mortgage is to be applied to the taking up of previous mortgages due or to become due, and the balance of $6,000,000 is to be expended in building a narrow gauge from New York to Buffalo and in equipping the same.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1869 and 1870—including the Winchester and Potomac and Washington County Branches from October 1, 1869, and the Winchester and Strasburg Branch from July 1, 1870:

Earnings:	1869.	1870.
From passengers	$1,246,919 48	$1,477,392 64
" tonnage	7,477,996 16	6,950,335 52
Total	$8,724,915 74	$8,427,728 16
Working expenses:		
Transportation exp.	$1,505,218 85	$1,610,962 21
General expenses	61,213 84	74,800 47
Losses by accidents.	54,862 82	66,514 59
Repairs of railway	1,514,479 26	1,548,695 11
" locomotives.	665,742 87	550,086 36
" burden cars.	556,088 92	312,498 61
" pass. cars	117,257 40	122,833 90
" stationary machinery.	125,478 11	132,257 68
" depots	363,651 43	264,057 10
" water stat'ns	54,320 70	45,015 88
" bridges	279,495 96	221,849 97
" telegraph	9,491 96	6,359 82
Fuel, preparing, etc.	285,598 34	317,802 11
Cleaning engines and cars	82,944 12	89,903 12
Pumping water	14,169 69	20,121 18
Watching cuts, tunnels and bridges	58,739 35	62,578 60
Contingent expenses of machinery department	7,352 84	7,623 29
Total	$5,756,106 46	$5,453,460 00
Net earnings	$2,968,809 28	$2,974,268 16

The ratio of expenses to earnings was in 1869, 65.97, and in 1870, 64.7.

It is shown that the earnings, in comparison with the fiscal year 1869, have decreased $297,187 58, and the working expenses have decreased $302,646 46, making a comparative increase in the net profits of $5,458 88. Compared with the fiscal year 1868, the increase of earnings being $869,083 65, and the increase of working expenses $399,011 27, the increase of net profits amounts to $470,072 38.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,277,739 09, showing a gain of $75,940 27.

A dividend of 4 per cent. upon the capital stock was paid on the 30th of October, 1869, and a similar dividend on the 30th of April, 1870. The United States tax thereon was also paid by the Company.

The balance of cash in the Treasury on September 30th, 1870, was $272,279 19, after deducting $124,965 for payment of the interest on the city loan, and on the bonds of the Company, which matured October 1st, 1870.

The liabilities of the Company, compared with the statement of September 30th, 1869, have increased, as follows:

Preferred stock, second series, 6 per cent	$282,500 00
Sterling loan £800,000@$4.84 gold.	3,872,000 00
	$4,154,500 00

The entire original mortgage debt incurred for construction and equipment was $11,895,166 67.

In addition to the payment of all dividends upon stock, payments have been made from the earnings of the Company in liquidation of the following mortgage indebtedness:

For loan which matured in 1854...		$1,000,000 00
For loans which matured in 1856 to 1860, inclusive		566,666 67
For loan which matured in 1867...		1,000,000 00
In advance, on account of loan which will mature in 1875		265,250 00
In advance, on account of loan which will mature in 1880		120,500 00
In advance, on account of loan which will mature in 1885		789,500 00
In advance, on account of loan which will mature in 1890	$1,277,379 09	
Less amount reserved of the $5,000,000 lo'n as basis for this sinking fund	500,000 00	
		777,379 09
		$4,519,295 76
The Baltimore and Ohio Company has also advanced from its earnings for the payment of mortgage debts on the Northwestern Virginia, now the Parkersburg Branch Railroad		2,401,500 00
Making an aggregate of payments from the earnings of the Baltimore and Ohio Company, of mortgage debts, of		$6,920,795 76

The comprehensive policy of the Company in opening and extending the great lines which have been aided and improved or organized under its auspices, has required large investments of capital. In order to carry out promptly plans of the highest consequence for the promotion of the interests of the City of Baltimore, and the important cities and vast regions with which the system of improvements of the Baltimore and Ohio Company connects, it became desirable to secure capital more rapidly than could be realized from the annual surplus earnings of the Company. The Board, therefore, decided to obtain a loan of £800,000, which was negotiated promptly and successfully in July last, through Messrs. Baring Brothers & Co., in London.

The following investments of capital have been made within a brief period, viz:

In mortgage bonds of the Marietta and Cincinnati Railroad Company, as re-organized	$1,400,000 00
In mortgage bonds of the Pittsburg and Connellsville Railroad Co.	1,000,000 00
In stock in Washington County R.R.	763,280 00
In stock and debt of the Winchester and Strasburg Railroad	596,663 66
In the Metropolitan Branch R. R.	800,671 40
In the Ohio Bridges	1,414,909 70
In Parkersburg Branch for arching tunnels	1,349,518 90
Total	$7,325,043 66

It will be observed that after deducting the entire sum received from the sale of preferred stock and the sterling loan, more than three millions of the amount thus invested were derived from the earnings of the road, in addition to which the increase of equipment, substitution of iron for wooden bridges, of steel for iron rails, the construction of double track, the erection of piers, wharves, and of extensive and costly buildings, to meet the requirements of business at various points, have all been paid from the revenues of the Company.

It will be further noted, that the increased liabilities, for the past year, are $2,766,295 76 less than the aggregate of the amount heretofore paid from the earnings of the Baltimore and Ohio Company, of original mortgage debts, on the Baltimore and Ohio and Parkersburg Branch Roads.

The Profit and Loss Account shows an increase for the past year of $1,013,374 72. It will be seen by this account that the surplus fund, which represents the capital invested in the various branch and connecting roads and the great improvements which have been continuously constructed on the main line, now amounts to $21,375,050 73.

Statement of profit and loss for the years ending September 30:

	1869.	1870.
Balance from previous year	$19,310,662 08	$20,361,676 01
Net earnings	2,968,809 28	2,974,268 16
Dividends upon Washington Br. stock owned by the Company	102,340 00	102,635 00
Increment from the sinking funds	61,734 42	75,940 27
House rents	15,060 90	14,531 36
	$22,458,606 68	$23,529,050 80
Dividends on stock	$1,051,388 00	$1,051,440 00
Interest and taxes.	699,229 13	753,256 24
Ground rents	24,472 18	26,230 62
Central Ohio Division	202,843 06	226,529 30
Lake Erie Division.	.....	10,583 11
Rent of Winchester & Potomac R.R.	27,000 00	27,000 00
Rent of Washington County Railroad	91,998 30	58,960 80
Balance	20,361,676 01	21,375,050 73
	$22,458,606 68	$23,529,050 80

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30:

Liabilities:	1869.	1870.
Stock	$13,143,000 00	$13,143,000 00
Stock scrip not funded	8,962 00	8,962 00
Preferred stock	3,000,000 00	3,000,000 00
Preferred stock—second series	115,900 00	398,400 00
Loan of 1875	863,250 00	862,250 00
" 1880	579,500 00	579,500 00
" 1885	1,710,500 00	1,710,500 00
City loan	5,000,000 00	3,722,620 91
Sterling loan of 1895, with Sinking Fund, £800,000@$4.84 gold.	.....	3,872,000 00
*N. W. Va. R.R. 2d mort. bonds	458,500 00	458,500 00
*N. W. Va. R.R. 3d mort. bonds	140,000 00	140,000 00
Unclaimed dues	50,610 67	51,594 82
Wash. Br. road	377,660 64	375,984 16
Outstanding accounts, etc	305,983 65	36,201 21
Profit and loss	20,361,676 01	21,375,050 73
Total	$46,115,542 97	$49,735,663 83

* Bonds of N. W. Va. R. R. guaranteed by the B. and O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. and O. R. R. Co., under contract of July 18, 1864.

Assets:	1869.	1870.
Cost of road	$18,715,835 81	$19,073,661 72
" second track	3,765,755 16	3,777,446 31
" roll'g power	5,026,460 96	5,412,038 83
" real estate	1,704,677 24	1,764,677 24
Property	$29,212,729 17	$30,027,824 10
Central Ohio first mort. bonds	1,530,246 67	1,530,246 67
Stock of Central Ohio R. R. Co.	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Company	310,102 72	1,209,905 22
Pref. stock Parkersburg Br. R.R. Co	5,680,684 94	5,680,684 94
Parkersburg Br. R. R. Company	1,558,855 70	1,893,038 85
Stock of Washington Branch	1,025,000 00	1,027,800 00
Stock and debt of Winchester and Strasburg Railroad Company	162,603 47	596,663 66
Stock of Washington Co. R.R. Co.	778,624 93	763,280 00
Metropolitan Br.	479,709 37	800,671 40
Mort. bonds of Marietta and Cincinnati R. R. Co.	.....	1,400,000 00
Stocks and bonds including municipal and R. R. corporations	1,439,968 09	1,602,103 14
S.F.$5,000,000 loan	1,201,438 82	.....
S. F. ground rents.	101,191 66	101,191 66
Ohio River Bridges	647,745 06	1,414,909 70
Uncoll'ted revenue	675,565 43	399,834 78
Materials on hand.	822,128 52	590,407 64
Balance after paying interest on bonds due Oct. 1.	64,125 54	272,279 19
Total	$46,115,542 97	$49,735,663 83

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1869.	1870.
Passengers	$329,797 22	$303,724 10
Tonnage	86,126 83	78,090 36
Total	$415,924 05	$381,814 46
Expenses:		
Repairs of road	$124,825 06	$170,518 64
" depots	9,285 71	9,396 11
" water stations.	849 34	2,138 28
" bridges	273 09	15,036 71
Pumping water	3,182 60	2,038 45
Total	$138,415 80	$199,128 19
Net earnings	$277,508 25	$182,686 27

The earnings of 1869–'70 show a decrease, as compared with the previous year, of $34,109 59; the expenditures charged are $60,712 39 more—making a decreased gain of $94,821 98.

A dividend of five per cent. was paid on the 16th of October, 1869, and a similar dividend on the 16th of April, 1870.

Large expenditures have been made to maintain and improve the tracks. Ninteen hundred and twenty-one tons of new—including eighty-six tons of steel—rails, and 47,937 cross ties, have been used. Substantial arches of first class masonry have been constructed at Dorsey's and Muddy Runs. New passenger houses have been erected at Jessup's Cut and at Sunny Side stations.

Statement of profit and loss for the years ending September 30:

	1869.	1870.
Balance from prev. yr.	$335,732 76	$357,660 64
Net earnings	277,508 25	182,686 27
Total	$613,241 01	$540,346 91
Dividends on stock	$165,000 00	$165,000 00
Internal revenue tax (including State tax on passeng'rs in 1869)	85,330 37	15,487 75
On account of annuity.	1,000 00	1,000 00
Payments for lands in Washington	4,250 00	2,875 00
Balance carried to next year	357,660 64	355,984 16
Total	$613,241 01	$540,346 91

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1869.	1870.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal).	20,000 00	20,000 00
Profit and loss	357,660 64	355,984 16
	$2,027,660 64	$2,025,984 16
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.	377,660 64	375,984 16
	$2,027,660 64	$2,025,984 16

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1869.	1870.
Passengers	$101,145 34	$119,303 04
Tonnage	434,887 91	442,581 95
Total	$536,033 25	$561,884 99
Expenses:		
Transportation	$123,611 64	$130,729 25
Repairs of road	389,263 59	375,667 12
" water stations.	5,687 83	4,415 51
" telegraph	1,053 86	1,090 87
" stationary machinery	3,126 64	2,756 28
" locomotives	53,453 05	52,169 19
" burden cars	21,350 21	15,177 14
" passenger cars	6,737 93	5,439 05
" bridges	28,941 64	8,065 95
" depots	15,183 18	12,942 33
Pumping water	3,223 23	2,884 41
Losses by accidents, etc	1,572 36	1,223 33
Fuel, preparing, etc	33,789 71	36,075 25
General expenses	1,363 02	2,891 71
Cleaning engines & cars	5,520 21	2,948 85
Contingent expenses	727 24	29 61
Internal revenue taxes.	.....	3,274 56
Total	$694,605 34	$661,780 41
Deficit	$158,572 09	$99,895 42

It will be seen that the earnings were $25,851 74 more than in 1869, while the expenses decreased $32,834 93—showing a better result compared with that year, of $58,676 67.

The aggregate earnings of the Main Stem, (including the Winchester and Potomac and Washington County Branches, and the Winchester and Strasburg Branch from July 1, 1870,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1869 and 1870, were as follows:

	1869.	1870.
Main Stem	$8,724,915 74	$8,427,728 16
Washington Branch.	415,924 05	381,814 46
Parkersburg Branch.	536,033 25	561,884 99
Totals	$9,676,873 04	$9,371,427 61

The aggregate expenses of operating and repairs were as follows:

Main Stem	$5,756,106 46	$5,453,460 00
Washington Branch.	138,415 80	199,128 19
Parkersburg Branch.	694,605 34	661,780 41
Totals	$6,589,127 60	$6,314,368 60

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1869.	1870.
Main Stem	$2,968,809 28	$2,974,268 16
Washington Branch.	277,508 25	182,686 27
Parkersburg Branch.	*158,572 09	*99,895 42
Totals	$3,087,745 44	$3,057,059 01

* Deficit.

Showing an aggregate decrease compared with the preceding year of $30,686 43.

The earnings of the Central Ohio Division for the fiscal year were $842,435 99; the expenses, $774,112 69—and the net earnings, $68,323 30.

The earnings of the Lake Erie Division from July 1, 1869 to Sept. 30, 1870, were $626,506 88; the expenses, $419,152 49—and the net earnings, $207,354 39.

The gross revenue of the Main Stem and Branches, including the Central Ohio and Lake Divisions, is thus shown to be $10,840,370 48; the expenses, $7,507,633 78—and the net earnings, $3,332,736 70.

During the year, 315,522 new cross ties, 9,554 tons re-rolled iron rails, and 4,329 tons steel rails were used in repairing the tracks on the Main Stem; 47,937 cross ties, 1,835 tons of iron rails, and 86 tons of steel rails on the Washington Branch; 40,465 cross ties, and 2,553 tons of new rails on the Parkersburg Branch; 2,274 tons re-rolled rails on the Central Ohio division; and 100 tons new, and 693 tons re-rolled rails on the Lake Erie division.

The locomotive equipment of the Main Stem and Branches at the close of the fiscal year 1869 consisted of 315 engines; to which there were added in 1870, 9—making a total of 324; of these, 62 were passenger, and 262 tonnage; 277 were 1st class, 38 2d class, and 9 3d class. On the Central Ohio division, there are 30 engines, and on the Lake Erie division, 9—making a total of 363.

The number of cars in service at the close of the fiscal year 1869 was 5,338; to which there were added in 1870 299—making the total at the close of that year, 5,637; of which 164 were passenger, 27 baggage, mail, etc., 1 pay, 1 post office, 1 officers', and 5,438 tonnage, stock and coal cars.

The mileage of engines in 1869 and 1870 was as follows:

	1869.	1870.
Main Stem	$6,640,721	$6,749,834
Washington Branch	418,895	429,686
Parkersburg Branch	691,644	761,854
Total	$7,751,260	$7,941,374

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1869 to 199,873 tons, was in 1870, 286,835 tons—showing an increase of 86,962 tons.

The aggregate quantity of coal transported on the main stem in 1869 was 1,357,990; and in 1870, 1,219,638 tons—showing a decrease of 138,352 tons.

The tonnage of live stock in 1869 was 51,702; and in 1870, 54,604—increase, 2,902.

The quantity of lumber brought to Baltimore in 1869 was 32,002 tons; and in 1870, 30,248 tons—decrease, 1,744 tons.

The quantity of flour brought to Baltimore in 1869 was 630,049 barrels; in 1870, 940,390 barrels—an increase of 310,341 barrels.

In July last, the Winchester and Strasburg road was completed. This road forms the extension of the Winchester and Potomac road from Winchester, nineteen miles to Strasburg, in Virginia. It there connects with the Orange, Alexandria and Manassas road, and thus opens the line through to Harrisonburg, 102 miles from Harper's Ferry. This line is destined to connect with the projected Valley road, which is to be a part of the great interior route, passing through most fertile and extensive regions, and which promise to become ultimately the Great Trunk Line from Baltimore to New Orleans. The Baltimore and Ohio Company has invested in the Winchester and Strasburg Company, by subscription to its stock and advances, $596,663 66. A contract has been made with that Company for the lease of its road.

Lands of the Far West.

We desire to call attention to the advertisement of the LAND GRANT BONDS of the Union Pacific Railroad Company, in another column of our paper. These securities have a certain and absolute value in the provisions made for the payment of interest and their ultimate redemption. There is a feeling amounting to assured confidence, among capitalists, that these bonds will very soon reach 90—as there is certainly no reason in the world why they should not. They pay a certain annual interest of *eight per cent.* on that valuation, and the company is obliged to buy them in at maturity at whatever rates the holders may be able to rule. A recent example has been had, in the case of the Hannibal and St. Joseph Railroad Land Bonds, after which the Union Pacific's were identically framed, where the aforesaid company had to pay as high as one hundred and sixteen before they could reach and retire their bonds. There certainly can be no reason why these should not and will not rule as high, as they approach their maturity. The generous donations, and legislative enactments of the government, and the hold this great enterprise has in the affections of the American people, are all additional guaranties of the value and stability of their securities. The manner, too, in which the individual managers of this great national work have repeatedly pledged their own private fortunes, to sustain its credit and promote its welfare, is a conspicuous evidence of the undoubting confidence of those who best know all the details of its affairs. The evidence furnished by the Government, from its official records, showing a saving of a *quarter of a million per month* to the National Treasury, proves its value to the whole tax paying people of the country, and its *necessity*, as a bond of mutual interest and commercial necessity, uniting the extremest limits of this vast continent. While every known security has its periods of fluctuations in the market, we confidently believe that there will be a uniform and steady appreciation of these securities, and therefore those who are induced to purchase at the present time can hardly fail of securing a safe and profitable investment.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna..*100	$3,355,000	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,925	.....	.....
" " " pref.. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	13,151,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	995,800	.....	.....
Berkshire*.....100	600,000	J.A.J&O	Jan.'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,000	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,471,275	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City..... 10	1,000,000	F.M.AN	Feb. '71 5
Brooklyn City & Newt'n.100	390,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4
Burlington and Mo. Riv...100	1,237,000	March.	Mar'71 10s
" " pref.100	383,000	March.	Mar'71 10
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '70 4½
Camden and Amboy.....100	5,847,800	F. & A.	Feb. '71 5
Camden and Atlantic 50	377,100	.....	.....
" " pref. 50	753,600	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	915,577	J. & J.	D.,'70 ½2½
Cape May and Millville* . 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,159,500	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov '70 3½
Central of Georgia.....100	4,656,300	J. & J.	July '70 5
Central of New Jersey...100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,425,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '71 5
" " pref...100	2,425,400	M. & S.	Mar. '71 5
Chicago, Burl. & Quincy . 50	16,590,210	M. & S.	Mar. '71 5
Chicago, Iowa & Nebras*.100	1,000,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,676,629	J. & D.	Dec.'70 5
" " pref.100	20,370,293	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Apl. '71 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '71 4
Cincinnati City Passenger....	.....	J'n & J'l	Jan.'68 3½
" Street.....	.....	J. & J.	Jan.'68 3½
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	11,620,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.. 50	2,056,750	M. & N	Nov'70 3½
Cleveland and Pittsburg.. 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar...100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. R. pref..00	2,084,200	F. & A.	Dec. '70 3
Connecticut River..... 100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk ... 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,400,000	.....	.....
Delaware*..... 50	1,107,291	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	16,277,500	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City*100	5,000,000	J. & J.	Dec. '70 3½
Do do. pref.100	.....	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	4,062,600	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,800	J. & J.	Dec. '70 4
East Pennsylvania 50	1,309,200	.....	Jan. '71 3
East Tenn., Va. and Ga ...100	1,969,524	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,900	Annual	Dec'69 7s
Erie & Pittsburg 50	999,750	M.J.S.D.	Dec'70 1¾
Evansville & Crawfordsv.100	1,143,449	.....	.....
Fitchburg.....100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'71 4
Green and Coates St.(Ph.)	150,000	J. & J.	Jan. 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	4,796,925	J.A.J&O	Apl. '71 3
Hannibal and St. Joseph.100	4,151,700	.....	Aug'70 3½
Do. do pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, P'a..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J	Feb. '71 8
Huntingdon & B'd Top .. 50	615,950	.....	.....
" " pref. 50	212,350	J. & J.	Jan. '68 3½
Illinois Central 100	25,280,240	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'71 1¾
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Feb. '71 4
" " guar.100	533,500	F. & A.	Feb. '71 4
Lackawanna & Bloomsb.. 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,623,482	J. & J.	Jul. '69 3
" " pref..100	848,700	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,680,912	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	.200,000	A. & O.	Oct. '70 5
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	3,400,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati.... 50	2,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 2
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Dec. '70 5
Michigan Central 100	13,225,848	J. & J.	Dec. '70 5
Middleboro' and Taunton.100	149,029	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	11,422,664	Dec. 1870	Dec.'70 7s
" " " pref.....100	10,424,903	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4
Mobile and Ohio 100	4,269,820	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex* 50	11,900,950	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,818,000	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,538	.....	.....
N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3
New Jersey.....100	7,297,200	F. & A.	Feb. '71 5
New London Northern....100	1,003,500	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O	Apl. '71 4
" Certificates.100	44,428 330	A. & O.	Apl. '71 4
New York and Harlem.... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester ...100	2,364,400	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,051,800	J. & J.	Jan.'71 3½
" " pref.100	2,000,000	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	19,995,847	.....	.....
" " pref.100	4,024,474	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,450	J.A.J&O	Apl.'71 2½
Old Colony & Newport ...100	4,959,020	J. & J.	Dec. '70 3
Orange and Newark 100	289,550	.....	.....
Oswego and Syracuse.... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3,711,196	.....	.....
Panama.....100	7,000,000	J.A J&O	Jan. '71 3
Paterson and Ramapo.....100	248,000	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	33,850,000	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,325,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28 849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,597,250	M. J.S.D.	Mar. '71 3
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,520,850	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'71 1¾
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 5
Portland and Kennebec...100	616,700	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester.100	2,000,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	6,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	4,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,998,900	J. & J.	Dec.'70 4
Rutland preferred.....100	1,831,400	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	2,478,750	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand. Mansf. and Newark.100	905,222	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov. 70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia.*100	3,929,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,120	.....	.....
Taunton Branch 100	400,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	14,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*....100	274,400	J. & D.	June'70 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River....100	1,666,600	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,860,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1,400,555	J. & J.	Dec.'70 4½
CANALS.			
Chesapeake and Delaware 50	1,983,533	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. 71 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '71 5
Delaware and Raritan....100	5,847,677	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,838,977	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J. & J.	Jan.'71 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Nov.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Mar. '71 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	296,562	342,743	2,360,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,265	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
1871	343,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	275,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	565,400	6,114,566
1865	541,065	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
1871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,540	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	249,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,169 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	951,550	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,559	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,683	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,3 6	1,418,869
1871	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 ,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible]	7,250 069
1870	396,171	382,823	377,000	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,599
1871	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302.596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,085	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	8[illegible],742	887,793	874,974	436.990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8.735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1[illegible]9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	16[illegible]99	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	551,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
1871	365,174	308,791	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1871.					
Loan of June 14, 1858 .....registered	$6,035,000	5	Jan. & July.	1874	....
.. ..coupon	13,965,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,495,000	6	" "	1880	....
.. ..coupon	4,920,000	6	" "	1880	....
Oregon War Bonds of March 2, 1861...coupon	945,000	6	" "	1881	....
Loan of July 1, and Aug. 3, 1861.....registered	122,232,450	6	" "	1881	....
.. ..coupon	67,085,650	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	110,050,600	6	May & Nov.	1882	115¾
.. .. .. (5-20s).....coupon	383,687,750	6	" "	1882	111½
Loan of March 3, 1863 (5-20s).....registered	52,763,000	6	" "	1881	112
.. .. .. (5-20s).....coupon	22,237,000	6	" "	1881	....
Loan of March 3, 1864 (5-20s).....registered	3,102,600	6	" "	1884	....
Loan of June 30, 1864 (5-20s).....registered	54,321,850	6	" "	1884	....
.. .. .. (5-20s).....coupon	47,707,050	6	" "	1884	....
Loan of March 3, 1865 (5-20s).....registered	54,514,500	6	" "	1885	111¾
.. .. .. (5-20s).....coupon	127,597,950	6	" "	1885	....
.. .. 2d series (5-20s).....registered	73,674,950	6	Jan. & July.	1885	111¾
.. .. .. (5-20s).....coupon	190,944,750	6	" "	1885	110½
.. .. 3d series (5-20s).....registered	89,170,850	6	" "	1887	110½
.. .. .. (5-20s).....coupon	249,661,700	6	" "	1887	110¾
.. .. 4th series (5-20s).....registered	10,735,500	6	" "	1888	110¾
.. .. .. (5-20s).....coupon	28,928,250	6	" "	1888	111½
Loan of March 3, 1864, (10-40s)....registered	136,201,250	5	Mar. & Sept.	1904	107¾
.. .. .. (10-40s).....coupon	58,366,050	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	.....	5	F. M. A. & N.	1880	....
.. .. coupon	.....	5	" "	1880	....
Consols .. .. .. registered	.....	4½	" "	1885	....
.. .. coupon	.....	4½	" "	1885	....
Consols .. .. .. registered	.....	4	" "	1900	....
.. .. coupon	.....	4	" "	1900	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	40,560,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	95-'99	114⅝
U. S. Notes and Fractional Currency.....	396,673,934	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	....
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	102
Arkansas—State Bonds (refunded).....	4,430,000	6	Jan. & July.	1899	....
.. — .. (Aid R. R's).....	.....	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	....
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	....
.. — .. of 1863, (20s)..		6	" "	1883	....
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	....
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	93¾
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	....
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	....
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	71-'72	....
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	68
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	....
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	....
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	....
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	....
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	95
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	96
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	....
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	97
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	....
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	....
.. —	966,500	5	" "	'91-'98	....
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	6	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	92⅝
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	91
Nebraska—(No. Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	.....	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	Jan. & July.	'71-'78	....
.. — .. of Sept. 1, 1864..	600,000	6	" "	'84-'89	....
.. — .. of Oct. 1, 1865..	1,000,000	6	Mar. & Sept.	'71-'74	....
New Jersey—War Loan of 1861 (free).....	1,299,900	6	April & Oct.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	Jan. & July.	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	....
.. —	473,000	6	" "	1875	....
.. —	880,000	6	" "	1877	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	47½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	24¾
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	18½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	....
.. — .. (").....	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	101
.. —	4,731,300	6	" "	1872	....
.. —	90,400	5	" "	1877	105½
.. —	7,890,550	6	" "	1877	....
.. —	726,950	5	" "	1882	108⅝
.. —	9,237,050	6	" "	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	....
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	....
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	60⅞
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	65
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	64¾
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July	long.	55
.. — .. Bonds .....coupon	11,108,000	6	" "	"	70½
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	72
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	73
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt	of Virginia.	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850	579,500	6	" "	"	1880	94½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	28½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £288,600	1,396,824	6*	Jan. & July.	London.	1880	....
" *Loan*, £369,200 & $154,000	2,000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	2,540	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	93
Loan for $2,500,000	866,000	6	June & Dec.	" "	1889	94
Consol. Mortgage for $5,000,000	4,929,200	6	May & Nov.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87
Cape Cod Central:						
1st Mortgage	$125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	7,000,000	7	April & Oct.	New York.	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	94½
Central of New Jersey:						
2d Mortgage	394,000	7	May & Nov.	New York.	1875	108
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	95½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100¾
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,087,000	7	April & Oct.	" "	1883	94½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	99¾
Funded Coupons	755,000	7	May & Nov.	" "	1883	93½
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	87¾
Equipment Bonds	101,000	7	April & Oct.	" "	1874	...
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	89½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	90
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	65,000	7	" "	" "	1889	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	1,051,851	7	June & Dec.	New York.	1890	84
Cleveland, Columbus and Cinc.:						
1st Mortgage	350,000	7	June & Dec.	New York.	'68–'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	99
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	97½
4th Mortgage (or 3d Extension).	1,104,844	7	Jan. & July.	" "	1892	82
Consol. S. F. Mort. $5,000,000	$528,000	7	May & Nov.	" "	1900	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	86½
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	64
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	99
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	100½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	102
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94¾
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	94½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	...
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	100¾
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96½
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Income Bonds	570,000	5	April & Oct.	"	1872	53½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82¾
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	707,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	22,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	88½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	84
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,450,000	7	April & Oct.	New York.	1881	....
Convertible bonds	50,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	1,834,000	8	" "	" "	1874	....
Ten per cent. Loan	904,000	10	" "	" "	1872	....
Mort bonds conv. tax free	1,200,000	8	" "	" "	1885	102½
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	97
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	461,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	New York.	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	93½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	397,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	345,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	2,107,000	7	April & Oct.	New York.	1906	82
2d Mortgage	2,000,000	7	.....	.....	.....	75
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94½
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85½
2d Mortgage	1,000,000	8	April & Oct.	" "	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69-'77	95
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70-'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80-'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	89½
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	90
$400,000 Loan	307,700	6	June & Dec.	"	'70-'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92⅞
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	83½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	2,591,500	8	" "	" "	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	102
2d Mortgage	2,693,000	7	" "	" "	1877	99
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	94½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	104⅞
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95¾
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	1,417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	'71-'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75-'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	93½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	22,800	7	various.	" "	var.	....
Convertible bonds	195,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	88½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	10[illegible]
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	60
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	99
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92¾
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	2,019,000	6*	Jan. & July.	"	1900	92
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	
Equipment Bonds	300,000	8	" "	"	'69-'78	100
Ohio and Mississippi:						101¼
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	99
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	89
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	83¼
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	96
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	97¾
Orange, Alexandria & Manassas:						103
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	75¾
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	88¼
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	87
Va. State Loan	249,962	6	" "	" "	1887	78¼
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71-'73	97
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	
Pennsylvania:						95
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,583,000	6	April & Oct.	"	1875	101¾
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	103½
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	1890	93½
Short Bonds and Debentures	1,109,224	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	
Pensacola and Georgia:						94
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	
Perth Amboy and Woodbridge:						76
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	101½
2d Mortgage	4,000,000	6	" "	"	1901	95
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	85¼
Philadelphia, Germant. & Norist						86¼
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading.						....
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98¼
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	80½
Philadelphia and Trenton:						106
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	93¾
Bonds of 1867	945,000	6	" "	"	1887	94¼
Pittsburg, Cincinnati & St. Louis:						94
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						92½
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69-'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92¾
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	77½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107¾
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96¾
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89⅝
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92⅝
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	67,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7*	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	...
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina.						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	79
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	70
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92⅝
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600.000	7	" "	" "	1883	80
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	...
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	75
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	69
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87⅞
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	44½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	104⅝
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	72½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	83½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91⅞
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	103
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	92½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	97
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	84½
3d Loan	2,000,000	6	" "	"	1897	92
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,496,879	6	" "	"	1877	80¾
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	80
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	49
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1885	14
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	5

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac .... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga ...... Alabama.									70.0							100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*	—	—	2,149,200	4,175,000	....	....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley .... Pennsylvania.	7,913,532	*	....	—	2,169,550	7,550,564	531,114	....	132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin .... Maine.	800,000	*				425,000			68.0	118,080	....	....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot .... New Hampshire.	506,000				246,018	150,000			—	(Leased	to Cheshir	e.)		7,500		100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ...... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7				362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	....	....	....	....	30,000,000	29,999,000	....	....	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ .... Georgia.	5,785,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*			2,494,900	3,483,992			—	(Leased	& oper. by	Grand Trunk of C	anada.)		4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	*			194,250	20,000			15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	[illegible]	20,361,676	379.6	6,640,721	....	....	8,724,916	2,968,809	8	100	138
Sept. 30, 1869	30.0	—	....						Washington Branch ¶ ...... Maryland.	1,650,000	....	377,661	....	1,650,000	20,000	....	357,661	30.0	418,895			415,924	277,508	10	100	125
Sept. 30, 1869	103.5		....						Parkersburg Branch ...... W. Virginia.									103.5	691,644			536,033	L158,572		100	....
Dec. 31 1869	29.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette* ... Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434			513,355			100	4
Dec. 31 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware .... New Jersey.	3,946,852	*			995,800	2,244,500	902,636		79.0	298,128			848,881	270,251		100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ...... Vermont.	1,125,000	*			332,000	700,000			59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)		100	....
Sept. 30, 1870	21.2	—	—	—					Berkshire .... Massachusetts.	600,000				600,000								42,000	42,000	7	100	80¼
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning .... New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Sept. 30, 1869	200.4	49.6	288.5	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751,902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,830,314	10	100	159
Sept. 30, 1870	42.9	—	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ...... Mass.	1,601,018	*	100,000	68,790	872,600	800,500	....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70¾
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ...... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	....	7,510,140	4,187,460	524,564	135,263	6	100	75¾
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	....	....	....	....	....	....	....	....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell .... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	354,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	140
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine ..... Mass., N. H. & Me.	5,171,995	*	285,631	16,626	4,471,274			1,000,979	144.0	849,692	44,032,919	13,399,312	1,563,658	511,551	10	100	152¼
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence ...... Mass. & R. I.	3,700,000	*	504,422	....	3,700,000			504,422	63.0	454,853	22,606,449	12,499,876	1,049,125	278,507	10	100	152¼
Sept. 30, 1870	26.0	—	2.0	....					Buff., Bradford and Pittsb. . Penn. & N. Y.	2,869,500				2,286,000	583,500				(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb. .... N. Y. & Penn.	1,446,988	*			428,717	700,000			87.2	121,957	....	....	225,909	920		100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie .... N. Y. & Penn.	7,008,901	*	....	....	6,000,000	4,000,000	—	....	88.0	989,627	....	....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron .... Canada.	8,000,780	....	....	....	....	....	....	....	—	(Leased	& oper. by	GrandTrunk	of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	and opera	ted by Erie.)			7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	—	—	428,472	....	....	....	1.60	28,606	664,730	....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	....	....	2,500,000	1,500,000	....	....	—	(No ret	trns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River* ...... Iowa.	12,190,000	*	....	....	1,633,000	9,957,000	....	—	279.0	....	....	....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy .... New Jersey.	12,361,557	*	....	—	5,000,000	9,751,335	....	....	92.3	....	....	....	4,229,064	1,257,425	10	100	116¾
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic .... New Jersey.	2,093,159	*	—	—	1,120,805	990,000	....	—	60.2	....	....	....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co. . New Jersey.	712,362	—	—	—	332,925	300,000	....	—	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod .... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	....	....	66.2	114,150	4,361,482	1,159,260	212,924	62,010	5	100	69¾
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville ...... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville .... Penn.	738,854	*	....	—	426,900	—	—	—	34.0	85,576	....	....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa .... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	—	—	625,132	178,342	—	50	30
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	. and W.)	54,000	....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota .... Iowa.	3,402,000	—	—	....	1,701,000	1,701,000	....	....	—	(Leased	and oper. b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	....	....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia .... Georgia.	4,703,877	*	....	....	4,666,800	786,000	....	....	284.0	974,915	....	....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey .... New Jersey.	10,871,242	*	docks, &c	....	15,000,000	3,400,000	....	....	74.0	....	....	....	4,010,122	1,367,958	—	100	106
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio .... Ohio.	5,505,935	*	....	—	3,000,000	2,500,000	....	—	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	29¼
Dec. 31, 1869	742.0	120.0	74.2	—	147	144	25	1,561	*Central Pacific* .... California.	97,094,922	*	....	....	40,097,290	58,905,777	....	....	742.0	2,869,227	....	....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R. ... Kansas.	4,200,000	*	....	....	1,000,000	3,200,000	....	....	100.0		(N	o returns.)			—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	....	....	....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung .... New York.	400,000	—	—	—	380,000	—	....	....	—	(Leased	to Erie &	N. Centrl.)	30,000	....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington .... S. Carolina.	600,000	*	....	....	291,222	225,000	....	—	40.0	....	....	....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio ...... Va. & W. Va.	11,955,948	*	....	....	....	3,288,692	....	....	—		(No retur	ns publish	ed.)		—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire .... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	....	103,754	53.6	468,288	3,844,808	15,070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley .... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6¼
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton .... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	....	....	4,681,563	2,004,970	10	100	118¾
Apr. 30, 1870	307.0	296.2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy .. Illinois.	16,699,340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	160
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	73.0		(N	o returns.)		....	—	100	....
May 31, 1870	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .... Iowa.	5,000,000	—	....	....	3,916,000	810,000	....	....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119¾
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,535,428	3,478,419	9	100	88
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644,797	16,000,000	8,787,643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	114¾
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	....	....	....	....	500,000	500,000	....	....	—	....	....	....	....	....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton ... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	....	....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana .... Ohio & Ind.	1,894,477	—	....	....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased	and oper. b	y Kentuc	kyCentral.)		—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	5,805,062	*	....	....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville ...... Indiana.	800,000	—	....	....	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	....	82,810	382,600	625,000	22,395	—	42.0	....	....	....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland .. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	....	....	795,469	145,405	—	100	24
Jun. 30, 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville .... Ohio.	2,969,361	*	....	....	1,669,361	1,300,000	....	....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	-	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*				11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,680	2,962,614	929 384	7	100	86¼
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981				2,056,750	1,662,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265				6,300,475	3,883,500		610,497	225.0	1,665,141			2,383,670	908,306	8	50	113¼
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*				13,000,000	18,814,000	1,725,369		558.0	3,655,909	35,605,620	41,064,199	3,529.411	262,452	—	100	28⅝
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200					1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000		75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	159
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont. New Hampshire.	698,258	*				595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3 2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859					350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	91¼
Sept. 30, 1870	50.0	3.4	12.7	—	17	21	8	233	Connecticut River .....Massachusetts.	2,100,430	*	164,854	180,425	1,700,000	250,000	70,000	216,110	53.4	262,936	7,954,321	6,466,931	591,972	197,174	10	100	147¾
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300		215,000		1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River .....New Hampshire.	257,000				200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania. Maryland.	3,300,000	*			1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000		6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000		413,150	510,000				(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268		261,099	2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000				309,276	715,000				(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018				891,206	892,750				[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000			14,100,600	3,3 8,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	107
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*			3,872,500	4,310,000			184.0				830,241	365.392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000				480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	85
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*			1,000,000	550,000			79.0				188,832			100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000				280,000					(I	n progres	s.)				100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000				700,000	1,000,000				(Leased	to Boston,	Hart.&Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800		2,500		89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	
Sept. 30, 1870	44.1	54.4	21.8	—	46	86	25	810	Eastern ¶.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.6	850,699	51,220,764	7,810,627	1,462,770	643,274	8	100	125
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000				280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)		100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599				1,509,200	495,900				(Leased	to Phila.	& Readin	g.)		7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn. & Ga	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0				1,278,864	562,682	—	100	
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.					(Consolid	ated in t	he East	Tennesse	e, Virg	inia and	Georgia.)						
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)					
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000				500,000					(Leased	to Norther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56¼
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575			78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	21
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..Maine.	2,094,883	148,659				3,000,000				58,493			129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.N. Brunsw.	4,674,808	*			[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	23.5	—	....	5.45	...	...	...	....	Europ. & N. American W. Div. N.Bruns.	1,743,037	*			803,750	1,853,907	18,001			(No	t in comp	lete opera	tion.)			100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville. Ky.									64.0						—	100	
Sept. 30, 1870	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	*	21,174	491	150,000		269,450		5.8	10,846	350,016		26,815	3,800	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000				90,000			60		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	
Sept. 30, 1870	51.0	43.7	31 1	—	35	42	11	600	Fitchburg .....Massachusetts.	3,640,000	*	300,579	200,661	3,640,000			501,231	93.7	538,088	20,328,234	13,563,559	1,085,937	252,285	8	100	137
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000				150,000	100,000	100,000			(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,299,094	*	173,876	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*			3,000,000	2,300,000			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*			800,000	1,500,000				(Not i	n complet	e operatio	n.)			100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266		230,845		99,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson. Texas.						575,000			52.0	[Operat	ed by Rec	eiver.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.									40.0	[In prog	ress and n	o part in c	ompl te o	pera'n.]		100	
Dec. 31, 1869	94.0	—	6 5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000				1,000,000	1,000,000				[Owned	and oper. b	y Mich. Ce	n.since A	pl. 1870.]		100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*							1,380.0	7,071 893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132 0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ....S. Carolina.	3,081,213	*	80,495		1,510,374	1,902,157			164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*			8,000,000	8,938,000	1,009,073		275 0				2,941,957		—	100	89
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112½
Sept. 30, 1870	62.0	12.8	64.5	—	31	33	18	584	Hartford and New Haven....Connecticut.	3,407,285	*			4,800,000	744,000			75.0	578,810			1,568,362	518,594	10	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford. Prov. and Fishkill. Conn. & R. I.	4,704,866	*			2,037,939	2,055,500			130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900		1,809,565	500,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38 0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*			3,000,000	2,600,000			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.									50.0	[Is bein	g continue	d to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*			16,020,000	4,309,220			150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*			706,580	1,927,614			58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central*.....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	135½
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s is now o	perating	St. Louis	Alton &	T. H. R.	R.)	194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	13,720,057	*			5,685,497	7,358,931	675,628		289.0	1,205,686			1,921,274	707,492	—	100	7½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.									75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.										[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*			132.411	35,000			13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500		400,000	130,000			11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*		87,031	515,465	1,895,000	143,166	131,393	116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin.....Penn.	1,765,248		35,000		603,077	1,000,000	688,228			(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0				1,140,099	403,486	—	100	40
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000				(Leased	and oper. b	y Chicago	& Alton.)		7	100	91
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000				(Leased	and oper. b	yMich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	16.472	1,040,193	5,589,807	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....Kansas & Col.					5,072,500				439.0	963,512			2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.						1,209,000	[St k sw	amped.]	112.0		[Operated	by bondh	olders.]			100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.									16.0	[No	returns.]					100	
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.									31.0	[No	returns.]					100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500,000	.....	—	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12,945,598	5,034,071	8	100	101¾
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,750,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	121½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	869 to Pb	g Cin'&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6¼	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	—	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	88¾
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	—	123.0	393,404	18,773,860	10,136 209	659,155	Loss.	—	50	60
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	44
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	74 8.977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	76½
Sept. 30, 1870	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence... Massachusetts.	363,158	*	.....	15,133	200,000	67,700	11,529	3.603	—	.....	.....	.....	20,403	16,763	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	—	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5.609	90,514	26.0	81,204	1,621.977	942.664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	—	82.6	299.091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	—	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[Under co	nstruction	.]	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	122
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	—	109,100	215,800	50.966	—	—	(Oper.	by Erie.)	.....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	—	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	60¾
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	.....	.....	—	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	—	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	esseess.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150 786	284,206	85,468	1,232,728	531,500	50.643	—	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	.....	.....	—	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	[Leased	to Dela.,L	acka. and	West'n.]	.....	7	100	90½
Sept.30, 1870	14.6	—	3.0	—	14	17	8	350	Nashua and Lowell....N. Hamp. & Mass.	737,706	*	57,982	78.675	720,000	—	.....	126,747	43.0	224,938	7,499,849	5 191,427	411,980	83,473	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3.383.414	*	1,900,718	447.391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	—	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Sept. 30, 1870	20.1	1.4	1.3	—	5	13	8	95	New Bedford and Taunton.....Mass.	500,000	*	192,154	.....	500,000	172,500	—	124 078	35.4	69,232	2,903,432	620,618	169,141	45,570	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11¼	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	—	150,000	—	—	—	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Sept. 30, 1870	83.9	15.2	....	—	16	15	5	235	New Haven and Northamp.Conn. & Mass.	3,380.207	*	.....	.....	1.800,000	1,400,000	186,204	.....	99.1	240,535	3,784,198	4,792,732	372,871	120,289	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312.165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	118¾
Dec. 31, 1869	73.8	8.5	7.1	—	...	...	...	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	236,021	51,871	—	100	....
Sept. 30, 1870	100.0	—	10.0	—	15	15	8	309	New London Northern..Conn. and Mass.	1,485.223	*	.....	.....	1,003,500	651,500	72,500	.....	100.0	287,024	5,207,667	5,662,919	375,766	65.493	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	.....	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]	.....	.....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603.697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474.419,753	15 586,616	6,331.131	8	100	....
Sept. 30, 1869	441.8	298.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523.234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	95¼
Sept. 30, 1869	5.0	—	....	34.8	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13.002,500	*	.....	.....	7,000.000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	129
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775.825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	147
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cour	se of const	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. 1.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793.000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110.523	4,000,000	575.230	102.629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,723	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0							—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*	—	—	7,500,000	13000,00 0		—		381.0				2,084,486	432,124	—	—	21	
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064	—	3,150,000	3,588,439	133,476			67.7	460,143			1 132,731	463,114	5s	50	91½	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218		97.6	404,631	5,252,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582			332.4	1,469,366			2,928 463	977,748	6	50	81¼	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600				82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	114	
Sept. 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	—		1,100,000	400,000		—		35.3	146,773			325,369	65,764	8	100		
ept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	825,242	138,311	2,364,400	776,000		227,017		66.0	349,958	5,909,914	9,312,721	614,199	191,642	10	100	112¾	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)			145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922		122.0	532,120		31,199,413	1,045,222	356,839	6	100	87¾	
Dec. 31, 1869	340.0	53.0	....	—	86	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	23,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321			340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	47½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000				98.5	406,010			2,014,427	978,925	10	50	94½	
Sept. 30, 1870	130.5	12.2	32.4	—	38	73	18	490	Old Colony and Newport	Massachusetts.	7,878,980	*	231.249	155,604	4,959,020	2,879,000		418,269		142.7	770,769	35,486,808	7,461,065	1,276,848	474,713	6	100	99½	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357		270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	...	...	...	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000				9.0				169,088	29,747	—	100		
Sept. 30, 1869	28.6	—	3.2	—					Oswego and Rome	New York.	925,999	*	—		300,000	610,000			—		(Leased	to R. W &	Ogdensb.)	125,564	62,782	—	100		
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*	—		490,400	591,000				36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100		
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742				336.0	1,764,760			3,213,058	894,345	—	100		
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000				7,000,000	3,784,136				47.6		nine m	onths.	1,105,219	340,861	—	100	71	
Dec. 31, 1869	14.5	—	14.5	—					Paterson and Hudson	New Jersey.	630,000	—			630,000				—		(Leased	to Erie.)			53,400	8	100		
Dec. 31, 1869	12.0	—	....	—					Paterson and Newark	New Jersey.	1,000,000				500,000	500,000			—		(Leased	to Erie)					100		
Dec. 31, 1869	15.1	—	—	—					Paterson and Ramapo	New Jersey.	350,000				284,500	85,000			—		(Leased	to Erie.)			26,500	6	100		
Dec. 31, 1869	22.0	—	—	—					Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542		—			(Leased t	o Camden	and Amb	oy.)		100		
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632				17,250,812	4,757,785	10	50	123½	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0							10	50	220	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000			—			(Complet	ed Sept. 1	3, 1869.)			100		
Dec. 31, 1869	46.0	—	....	—					Peoria and Bureau Valley	Illinois.	1,800,000	—			1,200,000	600,000			—		(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100		
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0			(Complet	ed July 1,	1869.)			100		
Dec. 31, 1869	12.0	—	....	78.0	...	...	...	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0			(In pr	ogress.)				100		
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357				245,634	97,975	3	100		
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686		46.0	124,224				196,672	9,272	—	50		
Oct. 31, 1869	287.6	2 0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856				3,262,705	loss.	—	50	53¾	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303				697,620	287,492	10	50	165	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367		11,275,241	5,002,408	10	50	103	
Oct. 31, 1869	26.5	—	35.8	—					Philadelphia and Trenton	Pennsylvania.	1,436,338	—	339,675		1,259,100		80,555		26.5					1,077,559	274,081	10	100	116½	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579				2,565,302	876,094	8	50	107½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va.	Ohio. 13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,154		201.0	1,849,510				2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,563	16,286,331		608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic	P., O., I. & I.	24,391,380	*			19,583,948	13.563,000	72,093		480.6	5,253,584				8,131,531	2,891,199	9½	100	96¾	
Sept. 30, 1870	18.6	—	1.6	—					Pittsfield and North Adams	Mass.	443,677	—			450,000				—						21,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754				632,763	217,872	6	100		
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266				575,036	175,586	6	160	132	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000				—		(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0					80,083	22,015	—	100	110¾	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960				112,572	21,542	—	100		
Sept. 30, 1870	43.4	1.0	14.5	—	21	24	6	622	Providence and Worcester	R. I. & Mass.	2,128,285	*	114,276	3,423	2,000,000	46,000	135,000	117,698	47.3	349,465	10,416,520	10,383,430		661,717	189,154	10	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0					208,000	141,000	3	100		
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070				207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192		609,403	212,070	—	100		
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5					332,025	132,491	—	100		
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344		—	100		
Sept. 30, 1869	38.3	—	....	—	...	...	...	....	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000					(Not in o	peration.)				—	100		
Sept. 30, 1869	22.0	—	....	31.0	...	...	...	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)				—	100		
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		188.0	679,669	8,347,127	16,336,225		874,855	187,329	—	100	40	
Dec. 31, 1869	132.0	—	....	—	...	...	...	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589.500			132.0					753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—					St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			—		(Oper. by	Ind. & St.	Louis.)		611,800	—	100	31	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000			—			abo	ut 900 000			—	100	54⅝	
Dec. 31, 1869	150.0	—	....	—	...	...	...	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000			—	(Leased	to Chi. &	Alton.)			240,000	—	100		
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000			—		(No	returns.)				—	100		
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leased	to Terre H	aute and I	ndianapo	lis.)		—	100		
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000			—	257,004	2,776,680	3,570,874		373,448	138,411	—	100		
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514	—	189,152				338,693	179,941	—	100		
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000			—	(Leased	to West J	ersey.)			16,833	6	50		
Sept. 30, 1870	6.9	—	0.5	—					Salem and Lowell	Massachusetts.	471,492	*		2,524	243,305	226,900	1,287							17,000	15,518	1½	100		
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076				429,212	101,024	—	100		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070				172,494	27,393	—	50		
Oct. 31, 1869	11.0	12.8	8.5	—					Schuylkill Valley	Pennsylvania.	576,841	—			576,050				—	(Leased	to Phila. a	nd Readin	g.)			5	50		
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0							—	100		
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,186	25,521	119.3					282,215		—	100		
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0					460,000		—	100		
Oct. 31 1869	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450	—			869,450	700,000			—	(Le	ased by N	orthern C	entral.)			6	50		
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5					61,504	22,091	—	100		
Dec. 31, 1869	20.0	—	2.0	—					Shelby and Rush	Indiana.	187,663	—			100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)		32,448	7,408	—	100		
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732.900	*			677,900	55,000			50.0					310,182	47,424	6	100		
Dec. 31, 1869	101.8	6·5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320			—					294,476	90,000	—	100		
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	500,000			—	(Leased	and oper. b	y Portlan	d & Ken.)		36,000	—	100		
Dec. 31, 1869	16.0	—	....	—					South Branch	New Jersey.	439,694				438,300				—	(Leased	& oper. by	Cen. of N.	Jersey.)		26,298	6	100		
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501		—	801,171				1,382,167	595,507	—	100		
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000			—		(In	progres	s.)			—	100		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911		67,942	9,513	—	100		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921		221,815	66,552	10	100		
Sept. 30, 1869	123 0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243		440,921	103,125	—	100		
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000			—							—	100		
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.									—							—	100		
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0					348,218	203,473	—	100		
July 31, 1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,155	41,811	257.5	384,922				910,116	360,386	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4		31	Spartanburg and Union ¶.South Carolina.	1,340,882	*			751,296	547,380	125,000		68.0				61,400	21,762	—	100	
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. ..Ohio.	1,850,000	*			1,500,000	1,500,000			78.0				180.000		—	100	
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700.000	200,000			13.0	52,797	2,919,240		282,647	92,594	10	100	
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*			800,000	350,000			7.6	10 077	27,900	470,211	42,962	20,677	7	100	
Nov. 30, 1869	21.9	—	1.3	—				—	Stockbridge and Pittsfield.....Mass.	444,600	4,100			448,700									31,409	7	100	
Sept. 30, 1870	13.2	—	0.9	—				—	Stony Brook.....Massachusetts.	267,300	*		634	267,300			634					8,591	7,956	3	100	98
Oct. 31, 1869	10.0	—	—	19.0				—	Sullivan and Erie.....Pennsylvania.	500,000	*			1,000,000	1,000,000			—	(In pro	gress to be	completed	June 187	0.)		50	
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*			258,139	200,000			12.0	40,000			79,887	18,001	3	100	
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*			1,470.130	1,707,050			81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley. New York.			(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)						—	100	
Sept. 30, 1869	11.1	0.6	1.2	—	5	8	5	106	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,254	400 000		23,557	45,841	11.1	65,346	1,933,322	849,113	102,173	22,935	8	100	103
Jun. 30, 1869	—	—	—	177.0					Tennessee and Pacific ¶.....Tennessee.			3,274,000		654,000	2,620.000									—	50	
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503.198			1,279,043	671,445	12	100	
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543			580,900	246,000			34.6	176,432			395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*			5,700,000	5,106,000			228.0	1,072,715			1,072,995		—	100	
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0				4,252,343	1,200,938	—	100	57¾
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2.296,733	*			607,111	1,677,000			55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	
Sept. 30, 1869	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased	to Hudso	n River.)			7	100	49½
Nov. 30, 1869	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts.										(Leas	ed to Vt	& Mass.	R. R.)	32,000	—	100	
Oct. 31, 1869	37.5	8.0	10.0	—					Tyrone and Clearfield.....Pennsylvania.	914,069				swamped					(Leased	to Pennsy	lvania.)			—	50	
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106.245,978	*	5,591,000	654,530	33,762,300	107,907,300			1,038.0				8,407,853	4,203,926	—	100	26½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4.200,000	*			1,000,000	3,200,000			100.0	[no	returns.]				—	100	
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*			1,660,000	150,000		49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*			1,582,650				—	54,450	2,244,178	734,753	165,494	76,892	6	100	
May 31, 1869	47.0	25.5	12.0	—					Vermont and Canada .....Vermont.	2,500,000				2,500,000					(Leased	by Vermo	nt Centra	l.)		8	100	104½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*			5,000,000	5,500,000			185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331		var	
Sept. 30, 1870	69.3	10.8	9.0	—	15	7	10	228	Vermont and Massachusetts .Mass. & Vt.	3,465,944	*			2,860,000	750,000	199,627		109.8	225,166	4,271,585	3,353,273	456,651		—	100	72½
May 31, 1869	23.7	—	....	—	4				Vermont Valley .....Vermont.	1,221,886	*			516,164	793,200			—	(Leased	to Rutlan	d.)			2	100	
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*			357,408	3,200,000	98.417		140.0				483,537	162,479	—	100	
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*			3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	
Dec. 31, 1869	18.3	—	3.8	—					Warren.....New Jersey.	2,059,050	*			1,547,650	511,400			18.3	(Leased	by Del. La	c.&W'ln.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	—	....	—					Warwick Valley .....New York.	199,161				225,000	85,000			10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	
Dec. 31, 1868	7.0	—	....	—					Washington, Alex. & Georget. D. C. & Va.			(In ha	nds of r	eceiver.)				7.0						5	100	
Dec 31, 1868	23.0	—	....	—					Washington County.....Maryland.									23 0	(Opened	Nov. 20, 1	867.)			—	100	
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442			684,046	957 600	97,500		35.5	201,230			330,571	63,761	—	50	
Sept. 30, 1868	—	—	....	93.0					West Shore Hudson River...New York.	619,446		525,578		526,700	612,300	6,024		—	[In	progress.]				—	100	
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000		(Built by	State of	Georgia.)				138.0				943,607	266,320	—		
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*			1,942,000				43.0				42,834	6,820	—	100	
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*			750,000	1,800,000			46.0				138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.		*			6,500,000		36,000								—	100	
Oct. 31, 1869	36.1	27.6	13.3	21.0					Western Pennsylvania.....Pennsylvania.	3,179,441		78,814		1,022,450	1,800,000	304,413			(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.			[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	No retu	rns for ye	ar.]			—	100	
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365			652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0					West Wisconsin .....West Wisconsin.	3,500,000	*			1,500,000	2,000,000				(Operat	ed during	construct'	n by M.&	St.Pa'l.)		100	
Dec. 31, 1869	20.0	—	—	51.0					Whitehall and Plattsburg ¶...New York.			(No	return.)					20.0	13,480	90,746	159,099	14,663	7,147	—	100	
Dec. 31, 1869	20.8	—	....	28.0					White Mountains.....New Hampshire.	200,000				200,000					(Leased	to Boston	Con.and M	ontreal.)	12,000	6	100	
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*			160,000	200,000	10,000		23.0	(no	returns.)				—	100	
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*			1,200,000	2,000,000	400,000		148.0				139,261	82,375	—	100	
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W & M.	R.R. sold	Jan. 5, '70	$525,000.	5,000,000				—	[no	returns.]				—	100	
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286		734,812	789,300			19.3	1,857	(Leased t	o Norther	n Centra	l.)	—	100	
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624		181.0				550,935	80,873	—	100	
Dec. 31, 1869	15.4	—	....	—					Wilton.....New Hampshire.	233,000				213,000				—	(Recen'l	y opened.)	1,254		14,000	7	100	
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama ¶...Tennessee.	950,000	*				1,160,782									—	100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	276	Worcester and Nashua ...N. Hampshire.	1,806,128	*	111,234	58,845	1,400,555		3,801	170,079	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	140
Oct. 31, 1869	13.0	—	1.0	—					Wrightsville. York and Gettysburg. Penn.	393,535				317,050		76,845		—	(Le	ased to N	orthern C	entral.)		—	100	
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	—	15,000,000	3,169,476	—	—	108.0	—	—	—	110,610	—	10	100	116
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	—	64,000	899,759	662,246	—	161.0	—	—	—	104,961	3,849	—	50	
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	—	—	48.0	—	—	—	405,174	213,374	—	50	71
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n prefere	d stock.)	431,246	184,848	—	100	46
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	—	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	—	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,263	—	—	—	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	10
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	—	1.100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvaia.)	—	—	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	800,000	600,000	—	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	38½
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	5c,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104¼
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,100	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	...
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	30½
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	43
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	..
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	17½
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	36
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	20
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	30½
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10 0	100	100	74
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,895	3.0	100	100	75
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	46
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	26
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5½	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6½	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	12
Sept. 30,'69	10.00	72	20	Rochester and Brighton ....N.Y.	84,954	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	.....	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	56½
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	62½
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	23½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct 31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	72
Oct 31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Sept. 30,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3,600	3,010	4	100	100	18
Sept. 30,'70	3.53	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st. Rate.	Inter. st. Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.:					
1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18--	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	88
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75½
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74¾
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	99
Worcester:					
1st Mortgage.....	20,000	6	A.&O	1878	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	...
Catawissa,* pref. and guar.....	2,200,000	7	7	89
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	87½
Chicago and Alton, pref.....	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	96⅞
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	81
Erie, preferred	8,536,910	7	7	42
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	98
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105⅝
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref.....	4,051,744	6	...	9
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	....
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.....	3,500,000	7	7	10⅝
Paterson and Hudson,* guar.....	630,000	8	8	73½
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	....
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	84½
Sandusky and Cincinnati, pref.....	445,556	6	6	58
Schuylkill Valley,* guar.....	576,600	5	5	36½
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Troy and Greenbush,* guar.....	274,000	7	7	180
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	116
Schuylkill Navigation, pref.....	2,888,997	6	6	33
Union, preferred.....	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton 32 — @ 34 —
Pig, American, No. 1	34 — @ 36 —
Pig, American, No. 2	32 — @ 34 —
Pig, American, Forge	31 — @ 32 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes	(gold).85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	110 — @115 —
Bar, Refined	77 50 @ — —
Bar, Common	85 — @ — —
Scroll	100 — @120 —
Ovals and Half-round	95 — @105 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	82 50 @120 —
Hoop	100 — @140 —
Nail Rod	per lb. — — @ — 6¾
Sheet, Russia, as to No.'s	(gold) — 10½@ — 11
Sheet, Single D. and T. Common	— 4½@ — 6
Rails, English	(gold) per ton. 55 — @ 57 —
Rails, American, at Works in Penna..c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency. — 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st qualnty).	per lb. — 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	—11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb 4 40 @ — —
Cut Spikes, all sizes	4 65 @ — —
Clinch	5 20 @ 5 —
Horse Shoe, Forged (No. 10 to 5)	per lb.— 19 @ — 31
Copper	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold).per lb. — — @ — 38½
Straits	(gold). — 33 @ — 33½
English	(gold). — 32½@ — 33

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 6½@ 9 —	10 — @ 10 50
I. C. Coke	7 25 @ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 25 @ 8 25
Charcoal Terne	7 75 @ 8 25	9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— — @ — 13¾
Crude, 40 @ 47 gravity (in shipping order)	— 18 @ — —
Refined, Standard White (in ship'g order).	— — @ — 23¾
Refined, prime White (in shipping order).	— 24½@ — —
Refined, S. W. (in jobbing lots)	— 27 @ — 98
Refined, S. W. (in tin)	— 29 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — —
Residuum	per bbl. 4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10	(4 qlts.)	per 50 feet.10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Canton Co.	83½	....	....	....	....	....
Central Pacific 6s	95⅝	95½	....	95⅝	95¼	95
Central of N. Jersey	106½	106½	105¾	106	105¾	106
Chicago & Alton	114½	114⅝	114½	114¾	118½	119½
" pref.	....	....	117	117½	120	121
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	160	160	....	....	....
Chic. & Northwestern	84½	85⅝	86¼	86	87½	88
" pref.	96¼	96⅝	95¾	96⅜	97	96⅞
" 1st M	95	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	88⅞	....	....	....	....	....
Chic., Rock Isl. & Pac.	114½	....	....	....	89½	....
Chi., R. I. & Pa. 7s, 1896	....	114½	114½	115	115⅝	114¾
Clev., Col., C. and Ind.	84½	98⅞	98¾	....	....	98⅞
Clev. and Pittsburg	113⅜	84⅝	85	88	88	87
" 2 M.	....	113	113⅜	114	113¾	113½
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	102	....	....	....	....
Col., Chi., & Ind. C.	21¾	21⅜	21⅞	23¾	23½	23½
" 1 M.	85⅝	86	86	86½	86¾	....
" 2 M.	62	62	....	63	64	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	115½	116	116	115½	116	....
Del. Lack. & Western.	106½	106	106½	106½	106¾	107½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	19¾	19⅞	20½	20⅞	21½	21
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	98½	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	86	86¾	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	90	88	87½	88½	88½	84
" pref.	98	96½	....	96⅝	98⅜	90
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	134½	135	135	135½	....
Lake Shore & Mich.S'th.	99¾	100	101	102⅝	102½	102¼
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118¾	120	122½	122	122½	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	102	....	....	....	....	....
" 2 M.	98½	....	102¼	102	101¾	....
Mariposa Mining Co.	....	....	....	....	99	....
" pref.	9½	9½	9½	9⅝	9½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	59½	59½	60¼	62½	62½	61½
" pref.	78¾	79¼	79½	80½	80¼	79¾
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	104⅝	....	....	104½	....
Missouri 6s	92	91½	92	92	95¾	....
" H. & St. J. iss.	....	....	....	....	92½	92½
Morris and Essex	89½	89⅝	89¾	89¾	89¾	90
" 1st mort.	103	....	....	....	....	....
" 2d mort.	95½	....	96	96	96	96
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	101	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95¾	95	94⅞	96½	95⅞	....
" certificates.	92½	92½	92	92¾	92⅝	....
N. York and Harlem	129½	129⅞	....	129½	....	129
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	104	....	....	....	....	....
N. Carolina 6s, old	46¾	....	....	47	47½	....
" new	....	....	....	....	....	....
Ohio and Miss.	47	46½	47	47¾	47½	47⅝
" pref.	75	....	....	....	74	73½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43½	43⅝	43½	43	43⅞
Panama	71	71	....	....	....	....
Phila. and Reading	102½	102½	102¾	103⅝	103⅝	103½
Pitts., Ft. W. & Chi. gtd.	95¾	96	96	96½	96½	96½
" 1 M.	....	....	103	....	....	....
" 2 M.	97½	97½	....	97½	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	11	....	12	12½	....
St. L., Alton & T. H.	....	29½	29¾	30½	30½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	84½	....
Tennessee 6s, old	66⅝	....	....	64½	64½	....
" new	....	....	64	64½	64½	....
Tol., Wab. & Western	56¾	56½	57	57¾	58⅜	58⅜
" pref.	....	79½	79½	....	....	80
" 1 M.	....	....	93	92⅝	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	80	81	....	80½
Union Pacific	24½	23⅝	22⅝	23½	25½	26⅞
" 1st mort.	83½	83	83	83	83	83½
" L. Gt. 7s	75	77	77	75	75	75½
" Inc. 10s	69¾	....	68½	68½	70	....
Virginia 6s, old	67½	....	....	67½	....	....
" new	70⅝	....	....	....	....	71½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅝	108⅝	108½	....	108½	
U. S. 5s, 10-40s, reg	....	108⅝	....	107¾	107⅞	
U. S. 6s, 1881, reg	115⅝	....	....	....	115½	
U. S. 6s, 1881, coup	115½	....	115⅝	115½	....	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	
U. S. 6s, 1881, .. ½y	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62	111¾	....	111¾	....	....	
U. S. 6s, 5-20s, c. 1862	112½	....	112¼	....	112	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	111½	112	111⅝	....	111¾	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	....	112	112½	111½	111⅞	
U. S. 6s, 5-20s, r. n. '65	....	110⅝	....	....	110⅝	
U. S. 6s, 5-20s, c. n. '65	110⅝	110⅝	110⅝	110⅝	110⅝	
U. S. 6s, 5-20s, reg. '67	110⅝	110⅝	....	....	110½	
U. S. 6s, 5-20s, c. 1867	110⅝	110⅝	110⅝	110½	110¾	
U. S. 6s, 5-20s, reg. '68	111½	....	....	....	111	
U. S. 6s, 5-20s, c. '68	....	111	111½	....	....	
U. S. 6s, Pac.R.R.issue	....	113⅞	114	114	114⅝	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
.. preferred .. 41	....	40⅞	41½	41⅝	43½	
Camden and Amboy	116⅝	116⅝	....	116⅝	116½	116½
.. 6s, 1875	....	....	....	....	....	98½
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	94	....	....	....	....
.. mort. 6s, '89	96	96	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35⅝	35½	35½	36½	36½	36½
.. 6s, 1884	....	85	....	....	....	....
.. Gold L.	88⅞	89	88⅞	88⅞	89	....
.. R. R. L.	91½	91½	....	....	....	....
.. Conv. L.	....	80½	....	80¾	....	
Lehigh Valley R. R.	59⅝	59⅞	59⅝	59⅞	60	60
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	96½	....	....	....
Little Schuylkill R.R.	....	....	44½	44¾	44⅝	
.. 7s	....	....	....	....	....	....
Minehill	....	51½	....	51¾	....	
Morris Canal 46	....	....	....	....	....	....
.. pref. 116	....	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	46	....	....	....	....	....
.. 6s, 1880	99¾	....	100	99	....	....
.. 7s	....	....	....	....	96	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40⅝	....	....	....	....	....
Pennsylvania R. R.	61⅝	61⅝	61⅝	61⅞	61¾	61¾
.. 1st M.	101¾	101¾	....	....	....	....
.. 2d M. 103	....	103½	....	103½	....	....
.. Gen. mort. 93½	....	93	....	93¼	93½	
.. .. reg.	....	94¾	....	....	92	
Penn. State 6s. 1st series	103⅞	104	104	....	104	
.. 6s, 2d series	....	....	105½	....	105½	
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L.	104	....	....	104	....	
Philadelphia City, 6s	101½	101½	....	....	101½	....
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	82½	82½	82½	....	....	....
Phila. & Reading	51⅝	51⅝	51	51¼	51½	51¾
.. 7s. 1893	....	....	....	....	....	....
Philadelphia and Erie	26⅞	27	27	27½	27	
.. 6s	....	....	....	....	....	....
.. 7s	86¾	86⅞	86¾	....	....	86⅞
Schuylkill Navigation	....	....	....	....	....	....
.. pref. 16	....	....	....	....	16½	....
.. 6s, 1882 75½	75½	....	75	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878 49	49	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	14	....	14	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets 56	....	56½	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	97¾	....	....	97½	....	
.. 1886	....	....	....	....	....	
.. 1890	94¾	....	....	95	95½	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	....	
Balt and Ohio	....	....	....	....	....	
.. bonds, 1875	....	....	....	....	....	
.. .. 1880	....	....	....	....	....	
.. .. 1885	....	....	....	96	....	
Marietta & Cin. 1st M.	92½	92½	92⅞	....	....	92⅞
.. 2d M.	83½	83½	83½	83½	83½	
Northern Central	40½	....	40½	....	....	
.. bonds, 1885	....	....	....	....	....	
.. .. 1900	....	....	....	....	....	
N. W. Va. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
.. 3d mort	....	....	....	....	....	
City Passenger R. R. 20	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	....	157½	157	157½	159	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	152½	152¾	....	....	152½	
Boston and Providence 154	152½	153½	153	....	152¾	
Boston, Hartford & Erie	....	....	....	1⅝	1½	
.. 7s, new 28⅝	28¾	28⅝	28½	28½	28½	
Cheshire, pref	....	87½	....	....	87½	
Concord	....	....	79½	....	....	
Connecticut River	....	148½	....	....	147½	
Eastern 123½	124½	125	....	125	125	
Fitchburg	....	137½	137½	....	137	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central 118½	119½	122½	....	122	122	
Northern, N. H.	....	114	114	114	114	
Ogdens. & Lake Champ 87½	....	87	....	87	87½	
.. pref.	....	....	....	....	....	
Old Colony & Newport. 98½	....	99	99	99½	99½	
Ph., Wil. & Baltimore.. 52	52½	52½	....	52¾	53¾	
Portl'd, Saco & Ports. 130½	130½	130½	....	131	132	
Union Pacific	24	23⅝	....	....	26½	
" 6s	....	....	....	81⅝	....	
" Land Grant 7s	....	....	....	72	....	
" Income 10s	....	68	....	....	68⅝	
Vermont & Canada	105	105	105	105	104¾	
Vermont & Mass	....	72½	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge ..	....	....	....	....	104½	
Metropolitan ..	74	....	....	....	....	
Middlesex ..	....	....	....	75	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	8	....	9	9	9½	
Franklin ..	....	3	....	3	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Pewabic ..	....	....	....	....	....	
Pittsburg ..	....	....	5	....	....	
Quincy ..	....	....	25½	....	....	

London Stock Exchange.

	Closing Prices. March 10.	March 17.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	73 — 78	75 — 80
Do. do., 2d mort., 1881	63 — 68	65 — 70
Do. Penn., 1st mort., 1877	73 — 78	75 — 80
Do. do., 2d mort., 1882	63 — 68	65 — 70
Do. Consol. 7 per cent. mort. 1890	29½ — 30½	35 — 36
Detroit and Milwaukee 1st mort. 7s	66 — 68	68 — 70
Do. 2d mort. 8 p. c.	68 — 70	69 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 64	62 — 64
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	109¾—110½	110 —111
Panama General mort. 7s, 1897	93 — 95	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	91½— 93	92½— 93
Do. $50 shares	51 — 53	50 — 52
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, April 1, 1871.

Stock Exchange and Money Market.

There has been a less urgent inquiry reported for Money for all business purposes since our last, and the offerings have been unusually liberal for the season, which circumstances have had the effect of checking the upward tendency of rates. Call loans have been quoted at 4@6, generally 4@5; and the best grades of mercantile paper in the discount line at 6@7 per cent. per annum. At these figures the wants of all responsible borrowers have been promptly provided for by the banks and by private lenders. The uncertainty as to the April programme of the Treasury Department, relative to the sales of Gold and purchases of Bonds in that month, has tended to disturb confidence in values to some extent, and the various rumors from Washington in reference to the same general subject have served to increase the uneasiness. But, on the whole, the Money market has worked advantageously for the borrowing interests. The city banks, in their last weekly statement, exhibited a reduction of $5,171,341 in their deposit line, $3,046,738 in their special reserve, and $430,237 in their legal tender average. They contracted their loans $1,462,084, and their circulation $21,817. The banks now hold $10,470,990 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking act. The U. S. Sub Treasury at this port, last week, reduced its currency reserve, $642,403, and increased its coin balance $627,236. The receipts of the office were $4,764,316, in coin, and $3,854,434 in currency; payments $4,137,080 in coin, and $4,496,637 in currency. The office received $4,105,000 in coin or its equivalent, from customs; and disbursed $258,712 of coin interest.

The specie reserve of the city banks according to the latest return is $19,617,007, against $32,271,252 same time last year. The city bank deposits are now $225,774,302, against $208,910,713 week ending March 26 1870. The legal tender reserve amounts to $55,193,408, against $52,685,063 same time last year. The circulation now stands at $21,583,398, against $33,674,394 same time last year. The loans are now $291,114,320, against $270,807,768 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $94,027,381 a day, against a daily average of $98,280,959 the preceding week. The current week's exchanges average about 105½ millions a day. The city banks, last week reported a loss of $3,046,738 of specie, a gain of $5,171,341 of deposits, and $430,237 of legal tender notes. They reduced their loans $1,462,084; and their circulation, $21,817.

National Bank notes to the amount of $1,540,950 were issued last week by the Treasury Department. Deducting from the grand total issue to 1800 banks the currency returned, including worn out notes, amounting to $40,210,582, the existing 1,653 banks, (with an aggregate capital of $435,356,084,) retain an actual circulation of $312,388,551. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $354,164,000; and for the public deposits, $15,723,500—making a total of $369,887,500. The Treasury Department last week redeemed and destroyed $709,762 of worn and mutilated fractional currency, and issued $391,941 of new.

The coin reserve of the Treasury Department on Monday morning was $104,490,000, including $27,357,000 represented by outstanding coin certificates; and the currency balance was $13,770,000.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of $9,728,063 in currency, and $66,853,569 in coin against a balance a week previous of $6,718,022 currency, and $67,089,899 coin.

The U. S. Sub-Treasurer retired, last week, $3,630,959 of coin certificates, received for customs.

Government revenues were unusually liberal in the line of customs, last week, though moderate in that of excises. The Excises yielded about two millions. The customs at the port of New York, last week were $4,040,959; and at the outports, equal to about 1¼ millions more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 109¾ millions.

Gold has been offered with much more freedom, largely on speculative account, and the price has fallen from 111 to 110⅛, closing on Wednesday of this week at 110⅜ against 111 the preceding

Wednesday. The increasing rate of subscription to the new Funding Loan, and the anticipation that the Treasury Department would add largely to its sales of Gold, and its purchases of Bonds, in April, have operated against a firm market. The selling interest has been the dominent one at the Gold Exchange. The dealings have been on a more extensive scale, particularly through the latter half of the week. Monday's business was quite heavy, as reflected by the exchanges of Tuesday noon, which reached nearly 71 millions. The customs demand was unusually active, and the export drain was up to a full average. The shipments last week, were $1,531,579; and on Wednesday and Thursday of this week, about $300,000.

The customs at this port on Wednesday were $567,000.

The Gold Exchange Bank clearances on Friday of last week were $17,370,000; on Tuesday of this week $70,801,000, the extremes since our last. On Wednesday they amounted to 59¾ millions.

The export drain was $1,531,579 last week, against $118,091, same week preceding year. The shipments since July 1, 1870, have been $54,571,-450, against $23,031,920 same time in 1869-'70.

The customs demand for Gold last week, averaged $684,166 a day; thus far, this week, it has averaged $585,000 a day, or equal to a weekly aggregate of $3,510,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $20,772, and since Jan. 1, 1871, $2,748,378, against $3,931,813 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $108,434,875, against $97,032,495 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $66,262,358 against $66,665,828 same time in 1869-'70.

Foreign Exchange has been in fair demand and rates have been generally well supported. Bankers' sixty day bills on London closed on Wednesday at 109¾@109⅞; sight bills on London, 110⅜@110½.

The produce exports from this port, week ending with March 28th, were to the currency value of $4,441,092.

Government securities have been depressed in price since our last, the offerings having been more liberal, while the demand has been quite limited. The uncertainty as to the April business of the Department has been against buoyancy in values. Some speculative efforts to weaken prices have been reported, but have not been very manifest. The latest dealings on Wednesday showed a rather firmer market. The subscriptions to the new refunding Five per cent. Loan, thus far reported, amount to about 45 millions. Wednesday's subscriptions included a round million from Messrs. Fish & Hatch.

On Wednesday, Government bought in two millions of Five-Twenties at 108 80@109 27, ex-interest. The amount of bonds offered was only $2,-539,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115¾@115⅞; U. S. Five-Twenties of 1862, 112@112⅛; U. S. Five-Twenties of 1864 at 111⅝@111¾; U. S. Five-Twenties of 1865, 111⅝@112¾; U. S. Five-twenties of 1865 consolidated, 110⅛@110¾; U. S. Five-Twenties of 1867, 110⅛@110¾; U. S. Five-twenties of 1868, 110⅝@110⅞; U. S. Ten-forties at 108@108⅛; U. S. Six per cent. currency bonds, 114⅜@114½.

State bonds have been in moderate request at less buoyant prices.

Railway bonds have been selling to a fair extent at about steady prices. Central Pacific Sixes have been in demand, closing at 95⅛@95¼. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds at 90 per cent. and accrued interest. Union Pacific Sixes closed at 83¼@83⅜.

Railway and miscellaneous share property has been unusually active, and generally quite buoyant in price, closing somewhat irregularly, under sales to realize profits. Union Pacific stock closed at 26½@26⅝; Ohio and Mississippi at 47¼@47⅜. Western Union Telegraph at 57½@57⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 15.	March 22.	March 29.
Consols	91⅞	92¼	93
U.S. 5-20's of 1862	92 1/16	92 3/16	92 5/16
U. S. 5-20s, 1835	91⅝	91½	91⅞
" 1867	90 1/16	90¾	91 5/16
" 10-40s	88¾	89	89
Erie	18⅛	18⅛	19
Ill. Central	110½	110½	110½
At. and Gt. West	30½	35	38

In general business, there has been a fair show of activity in the leading lines, with, as a rule, rather more firmness in values. Middling upland cotton closed buoyantly on Wednesday at 15¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,242,894 bales, against 2,321,-345 bales same time last year; exports 2,162,023 bales, against 1,494,024 bales same time last year; stock at the ports, at latest dates, 658,328 bales, against 443,744 bales same date 1870.

At the Live Stock markets, Beeves have been in fair demand at 11@16c.; Veal Calves at 9@12½c; Sheep, at 8½@9c., and Swine, at 7¾@8¼c. per lb., all live weight. Milch cows, quiet at $40@$100, each. The week's receipts were 5,852 Beeves, 100 Cows, 1,756 Veal Calves, 24,913 Sheep and Lambs, and 13,816 Hogs.

Ocean freights have been moderately active and rates have been quoted firmer. For Liverpool, cotton at ¼@1/32d. by sail and 5/16@⅜d. by steam, per lb.; flour at 2s. @2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steam, per bbl.; grain at 5½d. by sail, and 6¼d. by steam. per bushel; and heavy goods at 15s.@27s. 6d. by sail, and 25s.@40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Virginia 6s, old, reg., 55; Georgia 7s, gold, 93¾; North Carolina 6s, special 6s, 18½; South Carolina 6s, new Jan. and July, 60⅞; N. Y. State Bounty Loan, 108; Louisiana 6s, old, 68; Alabama 8s, 102; Toledo, Wabash and Western 1st mort., St. L. Div., 83½; do. consol. bonds, 84; Great Western 1st mort., 1888, 88½; Ohio and Mississippi consol. bonds, 89; South Pacific of Mo. 1st mort., 79; Chicago and Northwestern Interest bonds, 93½; Morris and Essex const. bonds, 86½; Pacific 7s, guar. by Mo., 97; New York and Harlem con. bonds, 88¼; Buffalo, N. Y. and Erie 1st mort., 88⅛; Hannibal and St. Joseph 8s, conv., 102½; Central of New Jersey new bonds, 101; Albany and Susq. R. R., 87; N. Y. and N. H. R. R., 147; St. Louis and Iron Mt. R. R., 54⅜; do. 1st mort., 89⅝; Adams Exp., 75; Am. Mer. Union Exp., 47⅞; U. S. Exp., 48; Wells-Fargo Exp., 43¼; Brunswick City Land, 8½; Western Union Telegraph, 58¾; do. 7s, 96; Quicksilver pref., 19¾; Maryland Coal, 39; Spring Mt. Coal, 46; Cumberland Coal and Iron, 34¼; Brooklyn 6s, W. L., 93¾; Am. Dock and Imp. 7s, 96; Central Gold, 0.16; La Crosse gold, 0.10; Consol. Gregory gold, 0.60; Grass Valley gold, 0.17.

Philadelphia.—Philadelphia and Reading 6s, 1843-'80, 97; Schuylkill Nav. Imp. Loan, 80; do. 6s, 1895, 77½; Pennsylvania and New York Canal 7s, 94; Oil Creek and Allegheny River R.R., 47¼; do. 7s, 83¼; West Jersey 6s, 92; Belvidere Delaware 2d mort., 86; Wilmington and Reading 7s, 94; Harrisburg and Lancaster 6s, 97; Fifth and Sixth Streets Horse R. R., 40; West Phila. R. R., 72; Ridge Avenue R. R., 12; Philadelphia and Trenton R. R., 116½; Allegheny Co. 5s, 78. The latest quotations are: City 6s, 101@101¼.; do. free of tax, 101¼@101⅜; State 5s, coupon, 103@103; do. 6s, W. L., 104@—; do. 1st series, 103⅞@104⅛; do. 2d series, 105¼@105¾; do. 3d series, 103¼@108½; Reading, 51½@51⅝; do. 7s, 1893, 108@—; do. mort. 6s, 1880, 97@97¼; Camden and Amboy, 116⅝@116¾; do. mort. 6s, 1889, 95⅞@96⅛; do. 1883, 92⅞@93; do. 1889, 93@94; Pennsylvania R. R., 61¾@61⅞; do. 1st mort., 101¾@101⅞; do. 2d mort. 103⅛@103½; do. Gen'l mort. coupon, 93¼@—; do. reg., 91⅞@93; Little Schuylkill R.R., 44@44½; Morris Canal, 47@—; do. pref., 113@115; do. 6s, 92@—; do. scrip 7s, 77@—; Susquehanna Canal, 5@6; do., 6s, 49@50; Schuylkill Nav., 8¼@8⅝; do. pref., 16½@17; do. 6s, 1882, 75⅛@75⅜; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@94¼; do. 5s, 62@—; Lehigh Coal and Navigation, 35½@35¾; do. 6s, 1884, 84¼@84⅜; do. R. R. Loan, 92@92⅛; do. Gold Loan, 88⅞@89; North Pennsylvania, 45¾@46; do. 6s, 99@99½; do., 7s, 95¾@97; do. Chattle 10s, 115@—; Philadelphia and Erie, 27@27⅛; do., 6s, 95@96; Minehill, 51⅞@52; Catawissa, 16½@17; do. pref., 44@44; Lehigh Valley, 60½@—; do. 6s, 96@96½; do. 7s, reg., 100@100; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 56@58; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 26@26½; Green and Coates, 43@46; Chestnut and Walnut, 46½@46½; Hestonville, 8@—; Union, 52@—; Germantown, 30@30½.

Boston.—Detroit, Hillsdale and Indiana 8s, 1890, 90; Michigan Central 8s, 1890, 108⅜; Central R. R. of Iowa, 1st mort. 7s, 1889, 87½; Mansfield and Framingham 1st mort., 7s, 91¾; Vermont Central 1st mort., 87½; do. 2d mort., 44½; Rutland R. R. 40; do. pref., 84½; do. 8s, 1880, 100½; do. 7s, new, 88½; Missisquoi 7s, 85; Cincinnati, Sandusky and Cleveland, 24; do. 7s, 1890, 84; Old Colony and Newport 7s, 1877, 103; Stanstead, Shefford and Chambly 7s, 83½; Ogdensburg and Lake Champlain 8s, 1870, 101¾; Cheshire 6s, 1880, 93½; Vermont Central and Vermont and Canada 8s, 1885, 104; do. 1889, 104½; Cedar Rapids and Missouri 7s, 1891, 87¾; Eastern 6s, 1885, 96; Indianapolis and Cincinnati R. R., 7⅛; Portsmouth, Gt. Falls and Conway,

R.R., 110⅞; Norwich and Worcester R.R., 112⅞; Connecticut and Passumpsic Rivers pref., 92; Worcester and Nashua R. R., 140; Boston Water Power Co., 40; Cary Imp. Co., 11⅞; Massachusetts 5s, 1894, gold, 97; do., 6s, 1875, 107; do., 1872, 109¾; Maine 6s, 1889, 100⅛; Bath 6s, 1891, 90¼; Albany 6s, 1896, 91¾; St. Louis 6s, 1888, 88; Cincinnati 7-30s, 1886@1898, 105¼; Chicago 7s, 1895, 98⅛; do. 1880, 100⅛; Charlestown 6s, 1883, 90; Boston 5s, 1878, gold, 97⅞; do. 1882, 97½; Portland 6s, 1887, 91⅝; Allouez Mining Co., 1¾; Hancock, 1⅞; Rockland, 1.

Baltimore.—Pittsburgh and Connellsville bonds, 92¼; Northern Central 6s, 1900, gold, 92; Western Maryland 2d mort. pref., 60; Orange and Alexandria 3d mort. 8s, 88½; Maryland Defense bonds, 104; Virginia 6s, old, reg., 53; George's Creek, 65; Baltimore Copper, 1¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92⅛@92¼; Baltimore and Ohio, 137¼@140; do. 6s, 1875, 94½@95; do. 1880, 94@95; do. 1885, 95¾@97; Northern Central, —@39⅝; do. 6s, 1885, 92½@93; do. 1900, 90@90½; do. 6s, 1900, gold, 92@92; N. W. Va. 1st mort., 96½@98; do. 2d mort., 96½@97½; do. 3d mort., 1885, 89@—; Marietta and Cincinnati 7s, 1892, 92@93; do. 2d mort., 83@84; Central Ohio, 27¾@30¼; do. 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 76@78; do. guar. by Baltimore City, 90@96; do. 2d mort. guar., 90@95; do. 2d mort pref., 50@59; do. 6s, guar. by Washington Co., 83@85; Richmond and Danville bonds, 77@78; Orange and Alexandria 1st mort. 6s, 87¼@87¾; do. 2d mort. 6s, 76¾@80; do. 3d mort. 8s, 86½@89; do. 4th mort. 8s, 77@78; Orange, Alex. and Manassas 7s, 78¼@79; Virginia and Tennessee 8s, 83@85; do. 6s 1st mort., 80@—; do. 6s, 2d mort., 73@74; Baltimore 6s, 1875, 97¼@79½; do. 1884, 94½@95; do., 1886, 96@96; do. 1890, 95¼@95⅜; do. 1893, 96@97; do., 1900, 94¾@95; do. 5s, 1838-'70, 80@81; Memphis City 6s, 55⅛@55½; Maryland Defense Loan, 1883, 103¾@104; City Passenger R. R., 18@20; George's Creek Coal, 63@66.

☞ ELIZABETHTOWN AND PADUCAH RAILROAD.—The well known Bankers, Messrs. NORTON, SLAUGHTER & CO., of 41 Broad Street, Messrs. WM. ALEXANDER SMITH & CO., of 40 Wall Street, and Messrs. HALLGARTEN & CO., of No. 28 Broad Street, New York, recommend, after a thorough investigation into the affairs of the Company, THE EIGHT PER CENT. FIRST MORTGAGE BONDS OF THE ELIZABETHTOWN AND PADUCAH RAILROAD COMPANY of Kentucky, as a very safe and desirable investment. They are only authorized to offer a limited amount of these securities at 87½ and accrued interest. The Bonds offered are on the completed portion of the Road, which is now in successful operation.

TREASURY DEPARTMENT,
STATE OF ARKANSAS,
LITTLE ROCK, March 1, 1871.

The Semi-annual Interest, due April 1, 1871, on Arkansas State Seven per cent. bonds, will be paid on and after that date, at the Union Trust Company, No. 73 Broadway, New York.

HENRY PAGE, State Treasurer.

Leonard, Sheldon & Foster.

The attention of our readers is called to the advertisement of Messrs. LEONARD, SHELDON & FOSTER, which will be found on last page of this paper. The members of this well known Banking house are: W. B. Leonard, (late Leonard, Rhoades & Grosvenor,) W. C. Sheldon, (late Buckly, Sheldon & Co.,) and W. H. Foster, (late acting Vice President of Central National Bank, and formerly Bank of Commerce, Boston.) They buy and sell Government and State Securities, Stocks, Bonds and Gold upon commission. They also negotiate special Loans and Commercial Paper. Checks upon their house are collected through Clearing House as upon National and State Banks. Circular Letters of Credit furnished to travellers through this house, available in all the principle cities of Europe.

Messrs. Miller & Smith.

We desire to call attention to the advertisement, on page 370, of Messrs. PHILIP S. MILLER and LENOX SMITH, who have formed a co partnership for the sale of railroad iron. These gentlemen are both experts in iron, and as men of honor and integrity we take pleasure in recommending them to railway men desirous of obtaining good material.

Important Shipments.

J. A. Cottingham, of 104 West Street, this city, has just been awarded contracts for the transportation of 5,000 tons steel rails from this city to Bridgeport and New Haven, Connecticut, for the New York and New Harven, Hartford and New Haven, Naugatuck, and Shore Line Railroads. Mr. Cottingham makes the shipments of Railroad Iron, Locomotives and Cars a specialty, and has had nearly twenty years' experience in the business. One of the Barges he employs, the "James Cottingham," cost $16,000, and was built expressly for the transportation of Cars and Engines. His shipments for other Roads and Companies this Spring will amount to over 30,000 tons. He has transported all the Locomotives built by the Rogers Locomotive Works for the Union Pacific Railroad; all the Cars, Engines and Railroad Iron for the South Side Railroad of Long Island; and over one thousand Locomotives and ten thousand Cars without loss; and has also, during the past five years, shipped over one hundred thousand tons of other heavy freight, mostly Rails. Being pretty well acquainted with the character of most every kind of craft afloat suitable for shipments of Rails, he selects the very best vessels that can be procured, and by so doing has avoided losses of any account. We doubt if there are many men in any such or similar business that have been so successful—at all events the contracts received from such companies as those aforementioned gives him the reputation of being one of the best shippers of those materials in this city.

☞ E. W. Woodward, Esq., has been elected President of the Indianapolis and St. Louis Railroad Co. The line from Indianapolis to St. Louis will continue to be operated independently under his management in the joint interest of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, and the Pennsylvania Railroad Company, who equally own and control it.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS,
No. 5 NASSAU STREET,
NEW YORK, March 27, 1871.

THE FIRST MORTGAGE SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY—of which about $6,000,000 have already been marketed—are secured upon an East and West Trunk Line of Road, 427 miles in length, the greater part of which (227 miles) is in earning operation, and the remainder rapidly building. When completed it will establish a short, economical and favorite route between tide water navigation and the chief railroad and river cities of the West.

Besides the immense volume of through traffic between the East and West which this Road can command by its unapproachable advantages in distance, grades, fuel and unfailing navigable connections, this road must convey enormous quantities of the superior smelting, cannel and bituminous coals of the Kanawha Valley, and the iron ores of Virginia and West Virginia, which are in demand at both ends of the line.

The value of the property, the certainty of a large and profitable business, the established reputation and credit of the Company, and its able and honorable management, give to these securities an assurance of superior value and safety.

They may be had in *Coupon* or *Registered* form, and in denominations of

$1,000, $500, and $100.

We have prepared pamphlets showing the agricultural, mineral and manufacturing advantages of the adjacent territory, and the traffic facilities and financial prospects of the Road, which will be furnished on application.

FISK & HATCH, Financial Agents.

☞ TEXAS PACIFIC RAILROAD COMPANY.—Notice is hereby given, that, pursuant to the Act of Congress, entitled "An Act to Incorporate the Texas Pacific Railroad Company, and to aid in the Construction of its Road, and for orther purposes," approved March 1, 1871, the persons named in the first section of said Act, who are by said Act constituted a Board of Commissioners, known as the Texas Pacific Railroad Commissioners, will meet at the Office of the Southern Transcontinental Railroad Company, on the north-east corner of Warren and West-sts., in the City of New York, on the 15th day of April, 1871, at 12 o'clock, noon, of that day, for the purpose of opening Books of Subscription to the Capital Stock of the said Texas Pacific Railroad Company, of receiving Subscriptions to said Stock, and electing a Treasurer in pursuance of the said Act.—Dated New York, March 27, 1871. J. C. Fremont, Marshall O. Roberts, Henry D. Cooke, John W. Forney, E. L. Fancher, Luther R. Marsh, Richard C. Parsons.

☞ The Mississippi and Missouri Air Line Railroad, which was lately completed from West Quincy north to La Grange, has been consolidated with the Mississippi Valley and Western Railway—the last mentioned name being the title of the consolidated company. The roads will connect at or near Alexandria, Mo., nearly opposite Warsaw, Ill., and probably continue northwest, and west through the southern tier counties of Iowa.

Journal of Railroad Law.

RAILROAD COMPANIES—VALIDITY OF MORTGAGE BINDING SUBSEQUENT ACQUIRED PROPERTY—VENDOR'S LIEN NOT ENFORCEABLE AS AGAINST SUCH MORTGAGE.

The facts in the recent case of Pierce *vs.* The Milwaukee and St. Paul Railroad Company and others, (24 Wis., 551,) are fully stated in the following opinion by

COLE, J.—By its charter, the Milwaukee and Horicon Railway Company was expressly authorized to borrow money, and to make and execute in its corporate name all necessary writings, notes, bonds and other papers, and also to execute and deliver "such securities, in amount and kind," as might be deemed expedient to secure such loans. Sec. 21, chap. 450, Laws of 1852. It therefore had full power to make and deliver the mortgage to Lowry, bearing date April 1, 1856. By that instrument the company mortgaged all its road, from the junction thereof with the La Crosse road, in or near the village of Horicon, to a point in or near the village of Berlin, being about forty-two miles of road, "including the right of way and land occupied by said road, together with the superstructure and tracks thereon, and all rails and other materials used thereon, bridges, viaducts, culverts, fences, equipments, necessary depot grounds and buildings thereon," belonging to the mortgagor, with the rolling stock and personal property appertaining to that line of road then belonging to the company or thereafter to be acquired, "and all future right thereto" and interest therein to be acquired by the corporation, together with the name and functions appertaining to the road with its corporate rights and franchises. The mortgage then, in express terms, covered the franchises and property, real and personal, belonging to the company, April 1, 1856, and also all future acquired real and personal property for that portion of its road; and this mortgage was executed by direct legislative authority conferred upon the corporation in its charter. In the mortgage, the company among other things, covenanted "to execute and deliver any further reasonable and necessary conveyance or conveyances of the premises, or any part thereof, to the said party of the second part," "for more fully carrying into effect" the trusts created, "particularly for the conveyance of any rights, interest or property subsequently to the date hereof acquired by the said parties of the first part, and comprehended, or intended so to be, in the description or terms of this instrument."

Now it appears that the plaintiff and wife, in June, 1856, sold and conveyed to the Milwaukee and Horicon Railroad Company the premises mentioned in the pleadings, and upon which a vendor's lien for the purchase money is sought to be enforced. It is difficult to see upon what principle the action can be maintained.

It is apparent that the Lowry mortgage purported to include the right of way across the plaintiff's land, which was the subject matter of the conveyance from him to the Company. It is true, the title to those premises was not in the Company when the mortgage was executed; but it is perfectly clear that it was the intention of the parties that the mortgage should become a lien upon any right or interest in real estate subsequently acquired for right of way, or necessary or the use of the road. It is insisted in the brief of the counsel for the plaintiff that the instrument did not purport to mortgage future acquired realty; but a bare reference to the clauses which have been cited will show that this is inadmissible. It obviously purports to convey as well the real and personal property belonging to the company, at the time of the execution of the mortgage, and therein described as all real and personal property subsequently acquired for the use of the road. The language employed is not fairly susceptible of any other construction. And this being so, it is very manifest that when the company subsequently acquired an interest in these premises, from that moment the mortgage became a lien and charge upon them. Farmers' Loan and Trust Company *vs.* Fisher et al, 17 Wis., 114. And there is still a stronger reason for holding in this case that any after acquired interest in real estate for the use of the track would inure to the benefit of the mortgagee, and become vested in him, in view of the fact that the mortgage contains the covenant for further assurance above quoted. Could it with any justice be claimed that the Milwaukee and Horicon Railroad Company, after executing the mortgage with this covenant, might assert its title to the premises in question? It seems to us not, but that the company would be clearly estopped from saying that the mortgage did not become a lien upon the premises. The Lowry mortgage has been foreclosed in an action to which the Milwaukee and Horicon Railroad Company was made a party defendant. A foreclosure sale was had of all the property, corporate rights and franchises embraced in the mortgage. It appears that Hunt and Sage purchased the property at the foreclosure sale, and have conveyed it, without notice of any equities of the plaintiff in the premises to the defendant company. Now we suppose the purchaser at the foreclosure sale obtained whatever interest the Milwaukee and Horicon Railroad Company had in the premises, as well as the rights and interest of the mortgagee under the mortgage, whatever they were. Such was the necessary effect of the foreclosure. And that it would be a violation of all principle to permit the plaintiff, after the foreclosure sale and at this late day, to enforce a vendor's lien for the consideration named in the deed given in June, 1856, really seems to us too plain for argument.

We think the Judgment of the Circuit Court must be reversed, and the cause remanded with directions to dismiss the complaint.

Judgment reversed.

☞ The Portland and Rochester Railroad Company has contracted with George F. Hitchings of Portland, to distribute the sleepers, ballast the road and lay the sleepers from Springvale and Rochester. It is said that the road will be in good running order by the middle of June through its entire length.

☞ Forty miles of the Portland and Ogdensburg Railroad have already been completed in Maine. Portland has so far loaned its credit to this enterprise to the amount of $750,000. Little but surveying has been done upon this line in New Hampshire.

☞ Mr. Munson, the contractor of the Montpelier and Wells River, Vt., Railroad has filed his bond of $200,000 for its completion.

Quincy Mining Company.

The directors submit the following report of the business of the mine for the past year, and statement of the financial condition of the Company:

The shipment of the season was 2,952,742 pounds of mineral, which has been smelted at Detroit, and yielded 84 55-100 per cent., or 2,496,774 pounds of ingot copper. The product of the mine for the year, as prepared for shipment, was 3,045,676 pounds, or nearly 1,523 tons of mineral, for which, estimating only the product of December, left over at the mine at 20c. per pound, has been realized the gross sum of $537,452 48; realized from sale of silver $717 75, making the gross earnings $538,170 23.

The expense of the year are as follows:—Running expenses at mine, $315,396 58; building and construction account, $4,040 89; other expenses as per treasurer's balance-sheet, $63,272 20; total cost $382,709 67, which, deducted from gross earnings, $538,170 23, leaves as profit $155,460 56. There has also been realized during the year, from interest on loans $2,169 76, giving, as net results of year's business, $157,630 32. The statement of assets and liabilities in our last report showed a balance of assets on hand, as of date Jan. 1, 1870, of $305,903 11; earnings of 1870, $157,630 32, making $463,533 43; deduct dividend paid March 10, 1870, $120,000, making balance of assets on Jan. 1, 1871, $343,533 43. "There are also, in addition, the special reserve fund of $50,000, set apart as heretofore reported, for the endowment of an insurance and repairs account, and fully secured by mineral, mining supplies and materials, worth to the company at least twice that amount."

The necessity of continuing during this winter the regular openings on the main vein, which had been discontinued around No. 4 shaft was apparent, and, on the uncertainty of how much outlay for dead work would have to be incurred, and of how much productive ground might be opened, your directors decided to divide from the earnings of the year the sum of $80,000 or $4 per share, which was paid Feb. 6, reserving a portion until the regular mining work should develop the prospect for the product of the coming season. The work is progressing very favorably, and unless something unforeseen should occur, it may now be expected that a further dividend will be made in August next.

Atlantic and Pacific R. R.

The bonds and stock of the Atlantic and Pacific Railroad Company have been admitted to official dealings at the New York Stock Exchange on the following report of the Governing Committee:

The Atlantic and Pacific Railroad Company was organized under an act of Congress of the United States, approved July 27, 1866. Length of road two hundred and ninety two miles. From the town of Pacific (thirty-seven miles distant west from St. Louis), to Seneca, on the western boundary of the State of Missouri, approved March 17, 1868, and was consolidated with the Atlantic and Pacific Railroad Company on the 25th October, 1870. The South Pacific Railroad Company issued the following, which have been assumed by the Atlantic and Pacific Railroad Company:

First mortgage six per cent. bonds, secured by mortgage on the whole road. Interest payable in gold coin semi-annually January 1 and July 1. Principal and interest payable in New York city. Dated July 1, 1868; mature July 1, 1888, $7,250,000. Of the above-mentioned bonds there are 5,000 of $1,000 each, numbered from 1 to 5,000 inclusive, and 4,500 of $500 each, numbered from 5,000 to 9,500 inclusive. Trustees: George Tyler Bigelow, John James Dixwell.

The Atlantic and Pacific Railroad Company have issued the following, which were guaranteed by the South Pacific Railroad Company be-

fore it was absorbed by the Atlantic and Pacific:

Six per cent. bonds, secured by mortgage on 500,000 acres of land in Missouri. Interest payable in gold coin semi-annually, January 1 and July 1. Principal and interest payable in New York city. Dated July 1, 1868; mature July 1 1888, $3,000,000. Of which there are 2,000 of $1,000 each, numbered from 1 to 2,000 inclusive, and 2,000 of $500 each, numbered from 2,001 to 4,000 inclusive.

The South Pacific Railroad Company received a grant of lands in Missouri under an act of Congress, passed June 10, 1852 (when the lands were withdrawn from sale for the purpose of constructing the road), of more than one million of acres. Under the Atlantic and Pacific Railroad Company's charter about five hundred thousand acres have already been received and secured by the Company, viz: 480,000 acres in Missouri and about 20,000 acres in Arkansas. The receipts from the sales of lands are applicable, first, to providing what is necessary to pay the interest on the bonded debt, and the balance is appropriated to paying off the bonds at a price not exceeding 110 per cent. The capital stock is as follows:

100,000 shares of "Preferred Stock on the Division of the Road in Missouri," at $100 each	$10,000,000
50,000 shares, Common Stock, at $100 each	5,000,000
Total Capital (and $10,250,000 of Bonds)	$25,250,000

All the "stock" has been issued.

Boston and Maine Railroad.

A special meeting of the stockholders of this road was held in Boston on the 16th ult., the President Hon. Francis Cogswell, in the chair. After an explanation by the President a vote was passed accepting the "Act for the extension of the Boston and Maine Railroad," approved by the Governor of Maine February 17, 1871, declaring that the road should be forthwith constructed, and authorizing the Directors to begin and complete the work at the earliest date consistent with economy.

This action has become necessary by the inability of the Boston and Maine road to renew an arrangement with the Portland, Saco and Portsmouth Railroad, so that they could use their tracks from South Berwick Junction to Portland. The vote showed 10,524 shares represented, of which 10,405 were in favor of the act. The Directors were instructed to issue stock instead of bonds.

Baltimore and Potomac Railroad.

The Baltimore and Potomac Railroad is rapidly advancing towards completion. About two weeks more of work remains to be done on the road through Prince George's, when that portion will be in readiness to receive the ties and rails, which have already been contracted for and which are now being delivered at Annapolis. The work of grading was commenced in Charles county last November, and is now more than half finished. The grading on the Washington Branch has been pushed forward to the outskirts of that city, and a pile bridge is being built across the Eastern Branch. The company will proceed to lay the track immediately on so much of the road as is prepared to receive it. The rails will be laid upon the Main Stem and the Washington Branch at the same time. The most vexatious delays in the construction of the road have been occasioned by the land suits in which the company has been engaged from time to time, and the tardiness of some of the judges, who have, in some instances, failed to render judgments for months after the cases were submitted to them.

Unless something unforeseen occurs (or more delay is created by the land suits on hand at present, which is not anticipated,) the public may confidently look for the opening of the road to travel in the fall. Thus another artery will be opened through which trade will pour into Baltimore. Another through route will be established, by means of which Baltimore will be placed in communication with all the Southern and Western markets, and a rival road will have been completed between this city and Washington, leading to a diminution of the high tariff now levied by the Baltimore and Ohio Railroad on its Washington Branch. Some time will yet elapse before the road is in running order along the entire route. The magnitude of the tunneling which has been imposed upon the road through Baltimore will cause delay, and a depot will be established on the outskirts of the city for the accommodation of the trade which is expected to be attracted here by its partial opening. This delay will hardly prove detrimental to the interests of Baltimore, as much of the trade which would otherwise pass through the city will thus be stopped, and connections formed in Baltimore which may not be easily sundered hereafter.—*Balt. Am.*

A Good Investment.

We invite attention to a notice in our Money column of the first mortgage bonds of the Elizabethtown and Paducah Railroad Company of Kentucky, offered for sale by three prominent houses of New York. Upon inquiry at the agency of the Company we learn that the entire length of the road is 185 miles, that 63 miles of the line are already completed and in successful operation, and that the Company have bought and are now receiving iron enough to complete the Western Division, say 113 miles, and they expect to have this division of the road finished by 1st June. The work on the Western Division is being rapidly prosecuted, and the Company expect to have the entire road nearly completed during the present year.

The Company have a large and *bona fide* stock subscription, of $3,095,000, and with the proceeds of their first mortgage bonds now offered, will be ample to complete and equip the entire line. The affairs of the Company are in the hands of some of the most prominent and responsible business men of Kentucky, which is a guaranty that the interests of the Bondholders will be safely represented.

☞ Hon. Albert Currier, of Newburyport, Mass., has been awarded the contract for the construction of the Newburyport City Railroad. The work will be commenced at once, and completed about the 1st of July. The road is about two miles long.

☞ A corps of engineers are now locating a railroad route from the present terminus of the Southern Pennsylvania Railroad to connect with the Bedford County Railroad at Bloody Run. The latter road connects with the Pittsburg and Connellsville Railroad at Bridgeport.

☞ The Boston and Albany Railroad, Connecticut River Railroad, and probably all the Massachusetts Railroad corporations will pay their semi-annual dividends in May, instead of July, the present year. This change is owing to the time being changed to make the annual returns to the State.

☞ The Portland, Saco and Portsmouth Railroad has been leased to the Eastern Railroad for ninety-nine years for ten per cent. annual dividends.

☞ UNION PACIFIC LAND GRANT BONDS

OFFICE OF MORTON, BLISS & CO., BANKERS, NEW YORK, March 20, 1871.

The undersigned offer for sale the balance of the Land-Grant Bonds of the Union Pacific Railroad Company. The road has been in operation about twenty months. It is complete in all respects, and its earnings have averaged $8,000,000 per annum. These bonds bear seven per cent. interest, coupons payable April and October. The following summary of the financial condition of the Company is from the address of Col. Thomas A. Scott to the stockholders, upon his accepting the Presidency, at the annual meeting in Boston, March 8:

LAND DEPARTMENT.—Bonds, seven per cent. currency, $10,400,000.

Land Sales, 292,900 acres; proceeds, $1,306,566; average price per acre, $4 46.

On account of these sales the Company has received and redeemed land grant bonds to the extent of	$736,000
For the remainder the Company holds land notes maturing in one, two and three years, with accruing interest	576,650
Total	$1,312,650

The condition of the Land Department may, therefore, be stated thus:

Bonds	$10,400,000
Principal reduced by bonds redeemed	$736,000
Land notes on hand	576,650
Showing an absolute reduction of	$1,312,650
The Company is entitled, under the grants from Government, after deducting total lands pre-empted before passage of the act, to	12,080,000 acres.
From which deduct amount heretofore sold	292 883 acres.
Leaving on hand as an asset	11,787,117 acres.

—which, at an average value of two dollars per acre, being twenty per cent. below the minimum Government price for adjoining lands owned by it, should yield the gross sum of $23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds, and the balance to go into the Treasury. The average land sales amount to about $75,000 per month:

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of	$9,000,000
With a cost of maintaining and operating the line on this increased earning of not exceeding, say	4,500,000
Leaving as net receipts to be applied to interest and dividend, exclusive of the operations of the Land Department of	$4,500,000

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt.

This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

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☞ The progress of the work on the extension of the South Shore Railroad to Scituate, Marshfield, Cut River and Duxbury (Mass.) is rapid and permanent residents on the line are exerting themselves to improve their villages and estates preparatory to the opening of the road to travel early in the summer.

☞ Secretary Boutwell has officially informed President Scott of the Union Pacific Railroad that the Treasury Department was paying over in money to the Pacific Railroad Companies performing services for the Government, one half of the compensation allowed for such services, and such payments will continue to be made.

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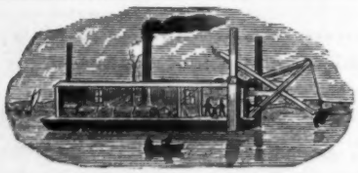

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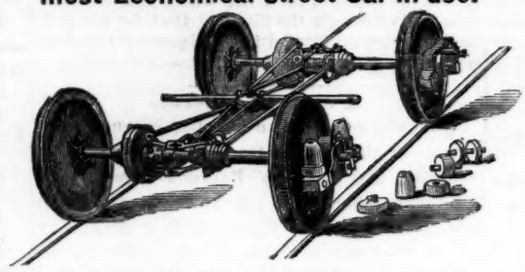

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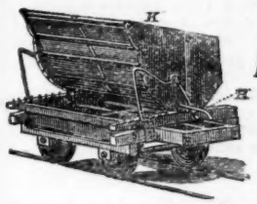

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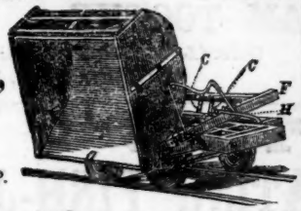

Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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NOTICE
To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on *approaches* will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred ($500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,
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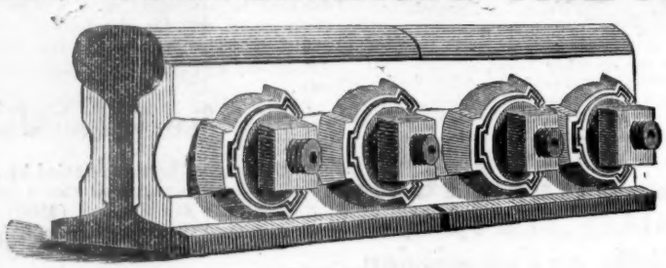

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Freight for last-named ports received until 4 P. M. of 28th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

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